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THE CITY OF LA VERNE GENERAL PLAN

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December 7, 1998

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PREPARED BY
City of La Verne
Community Development
Department

THE CITY OF LA VERNE GENERAL PLAN

RESOLUTION NO. 98-122

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, CERTIFYING THE DRAFT ENVIRONMENTAL IMPACT REPORT (CASE NO. 86-97EIR) FOR THE CITY OF LAVERNE COMPREHENSIVE GENERAL PLAN UPDATE AND ADOPTING THE UPDATE OF THE COMPREHENSIVE GENERAL PLAN (CASE NO. 67-95GPA)

I. RECITALS

WHEREAS, Section 65300 et seq, of the California Government Code authorizes cities and counties to prepare long-range, comprehensive guides known as general plans; and

WHEREAS, the City of La Verne adopted a general plan in 1962, consisting of a general plan text and maps, adopting comprehensive updates in 1974 and again in 1989; and

WHEREAS, the City has determined that the existing general plan must revised to sufficiently address the range and breadth of issues, technological, environmental, economic, and regional that have affected La Verne since the 1989 plan was adopted; and

WHEREAS, subsequent analyses prepared by both the Community Development Department and its consultants demonstrated that La Verne's General Plan required many other technical modifications; and

WHEREAS, on June 5, 1995, the City Council authorized the Community Development Department to initiate the comprehensive revision of La Verne's General Plan; and

WHEREAS, the city determined, on the basis of initial studies, that an EIR should be prepared for the revision in accordance with the California Environmental Quality Act of 1970, as amended and the City of La Verne's adopted environmental guidelines; and

WHEREAS, Chapters 2.48 and 18.112 of the La Verne Municipal Code authorize the Planning Commission to recommend action to the City Council concerning the City's orderly growth and development, including both general plan matters and environmental impact reports; and

WHEREAS, the Planning Commission conducted a series of public focus sessions during public hearings and received additional input and recommendations from the City Beautiful Committee, youth sports groups, and the Senior Advisory Committee on the following dates:

August 28, 1996	January 29, 1997
September 25, 1996	February 26, 1998
October 30, 1996	March 26, 1997

WHEREAS, after extensive public notice, the Planning Commission conducted a series of public hearings on the Draft General Plan and environmental impact report, on August 12, 1998, August 26, 1998 and September 9, 1998; and recommended approval of the draft plan and EIR on September 9, 1998; and

WHEREAS, after further public notice the City Council conducted duly advertised public hearings beginning on December 7, 1998;

II. FINDINGS

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of La Verne as follows:

A. Environmental Impact Report

Section 1. Findings of Adequacy. The City Council HEREBY FINDS and DETERMINES, after review and considering the information in the Draft Environmental Impact Report, that:

a. The Draft Environmental Impact Report (DEIR) prepared for the Comprehensive General Plan has been completed in accordance with the California Environmental Quality Act. It contains a complete and accurate accounting of all environmental impacts which may be expected; considers a reasonable range of alternatives; and identifies significant cumulative and long-term impacts which may be best addressed with the policies of the proposed general plan document; and

b. Of those alternative considered, the environmentally superior alternative is the adoption of the Proposed General Plan discussed in Section 6 of the Draft Environmental Impact Report presented before the Planning Commission and City Council, at public hearings on August 12, 1998, August 26, 1998, September 9, 1998, and December 7, 1998;

c. The mitigation measures contained in the Draft Environmental Impact Report represent a reasonable effort to eliminate the environmental consequences associated with implementation of the General Plan, and all the mitigation measures shall be incorporated in the General Plan by this reference.

Section 2. Certification of Final Environmental Impact Report. The city Council HEREBY CERTIFIES approval of the Environmental Impact Report, Case No. 86-97EIR, as amended to incorporate all changes resulting from the public hearing process; and HEREBY ORDERS that a Notice of Determination be filed with the Clerk of the County of Los Angeles as provided by law.

B. Adoption of the Comprehensive General Plan

Section 3. Findings. The City Council HEREBY FINDS AND DETERMINES that:

a. Completeness and Adequacy. The revised General Plan contains a thorough and adequate treatment of land use, environmental, economic and development issues that have been updated to reflect current and future conditions. The revised plan also incorporates policies addressing both state and local laws, regional plans and other documents enacted or adopted during the past decade.

b. Promotion of Public Health, Safety and Welfare. The revised General Plan continues to provide a wide variety of techniques to enhance the public health safety, and welfare incorporating defensive space strategies, new fire hazard policies, airport land use policies, noise, transportation, and emergency planning. The plan continues to support housing opportunities through the continuation of neighborhood housing development, and specialized zoning controls for targeted housing and social service needs. The plan continues to protect the public health by limiting development to those areas capable of sustaining it without irreversible or unmitigated damage to the environment. Finally, the plan incorporates regional policies within the text, drawn from a variety of plans adopted for the region and East San Gabriel Valley subregion.

c. Good City Planning Practices. The revised General plan represents a continuation of the City's good planning practices by limiting development intensity in those areas which cannot be served by critical public facilities and by reducing environmental damage by strengthening design and environmental controls.

d. Relationship to Environmental Impact Report. It is the intent of the City Council that the General Plan and Environmental Impact Report be construed as integrally related documents. The City Council FINDS that every reasonable attempt has been made to incorporate the issues, concerns and mitigation measures of the Draft Environmental Impact Report into the General Plan, and vice versa. In the event that by error or omission some issue, policy, mitigation measure or action has not been incorporated from the report into the General Plan, the mitigation measure shall be incorporated into the General Plan by this reference.

Section 4. Approval of the Plan. The City Council HEREBY APPROVES the comprehensive revision of the La Verne General Plan (Case No. 67-95GP) including text, graphics, and land use map as presented in the public hearing of August 12, August 26, September, 1998; and incorporates the Planning Commission recommendations as contained in the staff report dated December 7, 1998.

Section 5. Findings of Regional Plan Consistency. In making these findings, the City Council attests that it has made every reasonable effort to incorporate regional policies applicable to La Verne as they are identified in the Regional Comprehensive Plan of the Southern California Association of Governments, the regional Air Quality and transportation plans, and relevant documents of the San Gabriel Valley Council of Governments.

Section 6. Continuation of Previous Plan. Nothing in this general plan as adopted shall be construed to represent any discontinuation in the policies of the previous plan, except where such a change is explicitly expressed in the policies or mitigation measures of this plan and environmental impact report.

Section 7. Consistency of the Housing Element with State Guidelines. The City Council HEREBY AFFIRMS that the Housing Element contained in this document is consistent with those guidelines issued by both the Office of Planning and Research and the Department of Housing and Community Development (HCD). The Council further FINDS that every reasonable effort has been made to incorporate the recommendations of the State Clearinghouse and HCD reviews.

Section 8. Consistency of the General Plan with the Parks Master Plan. The Council HEREBY FINDS that the general plan is consistent with the provisions of the Parks and Recreation Master Plan, which has been adopted concurrently with the general plan as a companion document. In the event of any discrepancies between those documents, the more precise language of the parks master plan shall control.

Section 9. Relationship to Strategic Plan. The City Council recognizes the importance of organizational strategic planning, and HEREBY FINDS that the City's strategic plan is consistent with the provisions of the general plan.

Section 10. Citizen Participation. The City Council HEREBY AFFIRMS that it has undertaken a wide spread outreach program to secure public participation in the development of this plan, and FINDS that every reasonable effort has been made to accommodate the diverse and competing needs of residents, property owners, business people and organizations comprising the City's population and workforce.

III. GENERAL PLAN IMPLEMENTATION MEASURES

Section 11. Notification of Public Agencies; Transmittal of Adopted Plans. The City Council HEREBY DIRECTS the City Clerk to transmit one copy of the approved plan and environmental impact report to each of the following state, regional and county agencies as required by law:

Air Resources Board
California Department of Transportation
County of Los Angeles, Department of Public Works
California Department of Health Services
County of Los Angeles, Department of Regional Planning
Division of Mines and Geology
Department of Housing and Community Development
Governor's Office of Planning and Research
Southern California Association of Governments
San Gabriel Valley Council of Governments

Section 12. Direction to Prepare, Publish and Distribute. The City Council HEREBY DIRECTS the Community Development Director or designee to publish the revised general plan containing all final revisions as bound in the copy on file with the Council and presented at the public hearing. Copies of this resolution shall be bound into both the final general plan and report distributed to public libraries, community organizations and the general public.

Section 13. Annual Report. Consistent with the provisions of State law, the Community Development Director or designee shall file an annual report with the Council demonstrating the status of the general plan and its implementation. Upon receipt and action by the Council, one copy shall be transmitted to the Governor's Office of Planning and Research.

Section 14. Direction to Implement Plan; Primacy of General Plan. The Council FINDS that the general plan as the City's officially adopted policy for growth, land use, development, and protection of environmental and cultural resources. To this end the Council HEREBY DIRECTS the Community Development Department to initiate the preparation of any code studies, map amendments or implementation strategies required to implement this plan. In the event of an inconsistency between adopted zoning or development ordinances and this plan, it is the intent of the Council that the general plan shall take precedence.

Section 15. Vested Development Rights. The City Council HEREBY FINDS, DETERMINES AND DECLARES that adoption of this general plan provides no vested rights with respect to any preceding general plan or zoning ordinance, to any owner of property not expressly protected by an existing development agreement approved by the Council prior to January 1, 1992.

Section 16. Severability. The City Council HEREBY FINDS and DECLARES that it has adopted this general plan, including maps, diagrams and text, in its entirety. In the event that any court of competent jurisdiction declares any part of this general plan to be null and void, the remaining portions shall be in full force and effect. The Council declares that it adopted this general plan as if it had adopted each phrase, sentence and element thereof separately.

Section 17. Passage and Adoption. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Resolution, and therefore the same shall take effect and be in force.

APPROVED AND ADOPTED this 7th day of December, 1998.
by the City Council at La Verne, California.

/s/ JON BLICKENSTAFF
Mayor of the City of La Verne

ATTEST:

/s/ N. KATHLEEN HAMM, CMC
City Clerk of the City of La Verne

Our City Council

Jon Blickenstaff, Mayor

Dan Harden, Mayor Pro Tem
Thomas R. Harvey, Councilman
Patrick Gatti, Councilman
Robert Rodriguez, Councilman

Martin R. Lomeli, City Manager

Our Planning Commission

Ron Dilley, Former Chairman
Cal Stephens, Chairman

Peggy Redman, Vice Chairman
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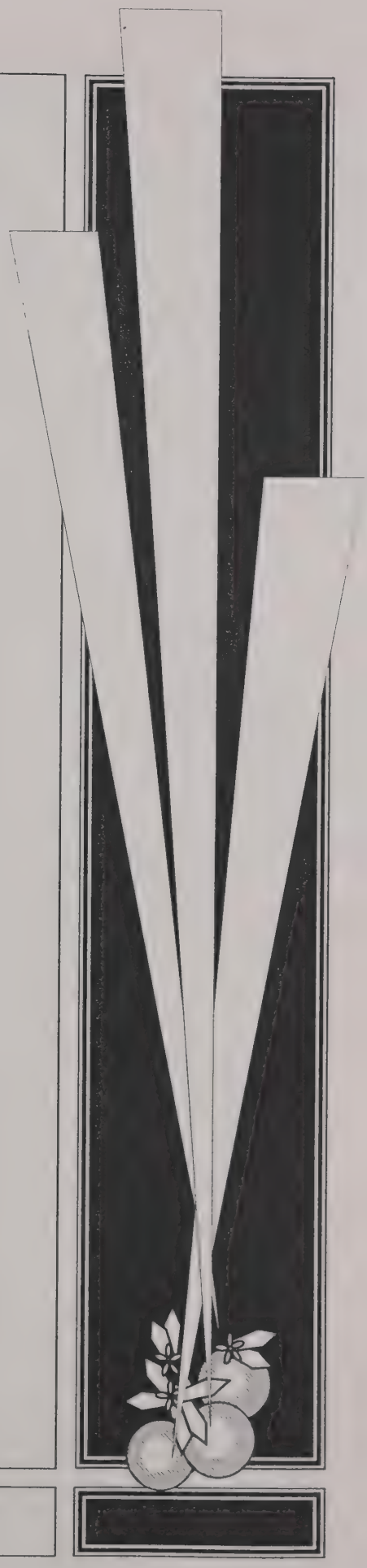
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ACKNOWLEDGEMENTS

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SPOTLIGHT ON OUR TOWN



INTRODUCTION

LA VERNE

The distinguishing features that people like most about La Verne are the things we want to preserve forever: our historic neighborhoods, our open & green spaces, our safety & security.

And yet even as our community seeks to preserve the very best of its past, most residents also desire something more: future needs, whether they be better shopping, employment closer to their homes, more child care, or more affordable housing.

But with so many competing and conflicting demands placed on it, how can a small town — a place known for managing with little in the way of resources — still provide the quality of life that made it the envy of other communities? And how can a town located in the midst of the nation's most diverse, dynamic urban setting still protect the things that make it most special?

Vision

That's where good planning comes in, and why citizens band together to create these documents called "general plans." General plans are the blueprint for a community's future – they capture its values, its beliefs, and its desires for the long term.

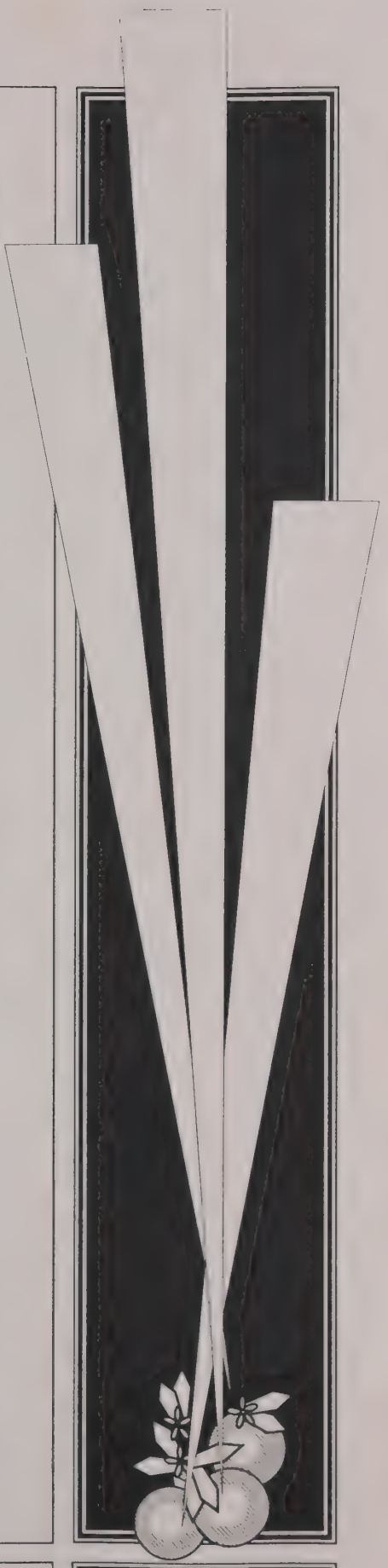
La Verne has had general plans for many years – our earliest plans were created in the 1950's, but the city didn't adopt a fully comprehensive general plan until 1962. It adopted a new one in 1974, and in 1989 produced an award winning plan that has guided us over the past decade.

Planning in La Verne is a distinctive exercise, loaded with citizen input and characterized by a level of commitment to implement the plans we create.

Each year, the City's leadership adopts or updates a strategic plan by which it prioritizes the types of broad interests described in the general plan, and then assigns the resources necessary to see those things come to fruition. By shining the spotlight on La Verne as it stands today, we have been able to get a better glimpse into its future – and that future is portrayed in the pages of this general plan.

Highlights

The general plan you are reading was not created from scratch, but rather builds on the successful policies and approaches of the 1989 general plan. Things that didn't work got thrown out; other things have been added based on new or increasing needs.



Small Town Big Picture

In much the same way that La Verne's general plan won statewide recognition for its array of new strategies, the new general plan also sets to bridge the gap between local and regional matters. It accomplishes that goal by incorporating, for the first time, key policies from the major regional plans which affect La Verne.

In some cases, the policies are slightly edited or revised to reflect the interests of La Verne; in other cases, they are simply repeated or referenced. But in each case, we have made an effort to identify the way in which regional problems, issues and concerns translate into real life concerns for the residents and businesspeople who make La Verne their home.

The broad regional issues and goals that have been addressed through the goals, policies and strategies of our own general plan are shown in the corresponding chapter's sidebars.

Here are a few of the things that make this general plan unique:

1. **Sustainability.** How does a community bring its land use practices into greater harmony with nature? This general plan includes policies to support a more sustainable environment, focusing on issues as narrow as recycling and as broad as a more environmentally sensitive approach to land development. But each sustainability policy aims at the same target: how to create a community that uses its abundance of natural resources wisely, in concert with the land.

2. **Economic Development.** The economic development strategies in this plan are significantly enhanced, to reflect La Verne's growing awareness of its potential as an economic entity.

3. **Regionalism.** Many of La Verne's problems are regional ones—they can't be solved within its boundaries, or by the good acts of its citizens alone. While La Verne's general plan previously included many regional issues and strategies. this general plan becomes perhaps the first to integrate its own regional policies with the recently adopted Regional comprehensive Plan of the Southern California Association of Governments. Each chapter of that document has been broken down, applied to La Verne, and the policies adapted to reflect the needs and interests of La Verne.

4. **Ahwahnee Principles.** During this general plan process, the Planning Commission studies the widely hailed Ahwahnee Principles. These are some broad policies adopted by the Local Government Commission, a nonprofit organization dedicated to building more humane, sustainable communities. And while they like the tone of the principles, the Commission found that many of its own practices already met or exceeded the guidelines set in those principles; in fact, they preferred many of La Verne's own initiatives to the cookbook approach advanced by those principles. So while many of the principles appear in the text, the text remains a uniquely La Verne composition.

5. **Gated Communities.** For the first time the general plan addresses the phenomenon of gated communities, taking a critical look at when they should and should not be applied. The result is a compendium of standards and tests to determine when best to use these, and when the community is better served by not having them.

6. **Traffic Calming.** La Verne has long practiced traffic calming, but for the first time the general plan includes substantive new policies to promote these tools throughout La Verne.

7. **Youth and the Aged.** This book contains new policies geared to address the concerns of La Verne's most senior – and junior – residents.

As you will find when the spotlight's on La Verne, the community shines even more brightly than before.

Big Picture

La Verne has always held a unique place in the myth, fact and fantasy surrounding the Los Angeles region. Our Weymouth Water Filtration Plant has supported five decades of urbanization in an otherwise dry desert; our citrus groves once helped power the region's economic engine. Many of La Verne's influences on the region are, perhaps, more subtle: the extraordinary record of the University of La Verne in educating California's teachers, for example; or the growing role of such major employers as Paper Pak, a recycled paper products manufacturer which is defining for itself a national presence.

But today, La Verne sees itself as a small and unique place that seeks to preserve those qualities intact. Why then, should La Verne spend much time contemplating its impact on the region? Here are some good reasons:

1. More than La Verne's impact on the region, there is an increasing sense that the region is having an impact on La Verne. Congestion, air pollution, and water quality are all issues affected by forces outside of La Verne, yet these same forces exact a toll on La Verne's prized quality of life. Either La Verne must protect its interests by setting its own course on regional matters, or its choices will be made for it.

2. Many of the concerns of La Verne residents – traffic, air quality, and even noise – often occur at sources outside the city limits, and may only be solved by regional cooperation.

3. Many of the greatest threats to La Verne in the last decade – the impact of the 210 Freeway construction, the encroachment of Fairplex activities on La Verne neighborhoods, and the proposal to develop card club casinos adjoining La Verne – all were beyond local control, and have been solved by strategies that reached across city lines to embrace those nearby communities which share similar concerns.

4. The long-term changes in statewide finance are having a potentially devastating impact on local communities. By presenting its concerns in alliance with other communities in the region, La Verne's voice gains added impact before the Legislature.

Southern California Association of Governments Regional Comprehensive Plan & Guide

OVERALL GOALS

Raising the standard of of living through sustained growth

- Increase real per-capita income
- Increase the region's share of employment
- Maintain an unemployment rate below the nation rate

Enhancing the quality of life

- Provide adequate and affordable housing
- Enhance air, land, open space, and water quality
- Safely and efficiently handle hazardous waste
- Provide adequate transportation and meet clean air goals
- Invest in the region's human capital
- Enhance personal safety and security throughout the region
- Maintain and enhance the sense of community





Ensuring equal access to the region's resources for all

- Provide fair and equitable access to employment and resources
- Provide fair and equitable access to regional governance
- Recognize and encourage ethnic, racial and cultural diversity

Regional Plans

There are many regional agencies whose planning efforts have an effect on La Verne; many of these are listed in the sidebars. Each deals with a specific real life concern, whether it be air quality, water quality, or transit – but not every agency seeks the same level of local input in its efforts to address these concerns. That's why it's important for La Verne citizens to have their say in the type of forum that local planning provides.

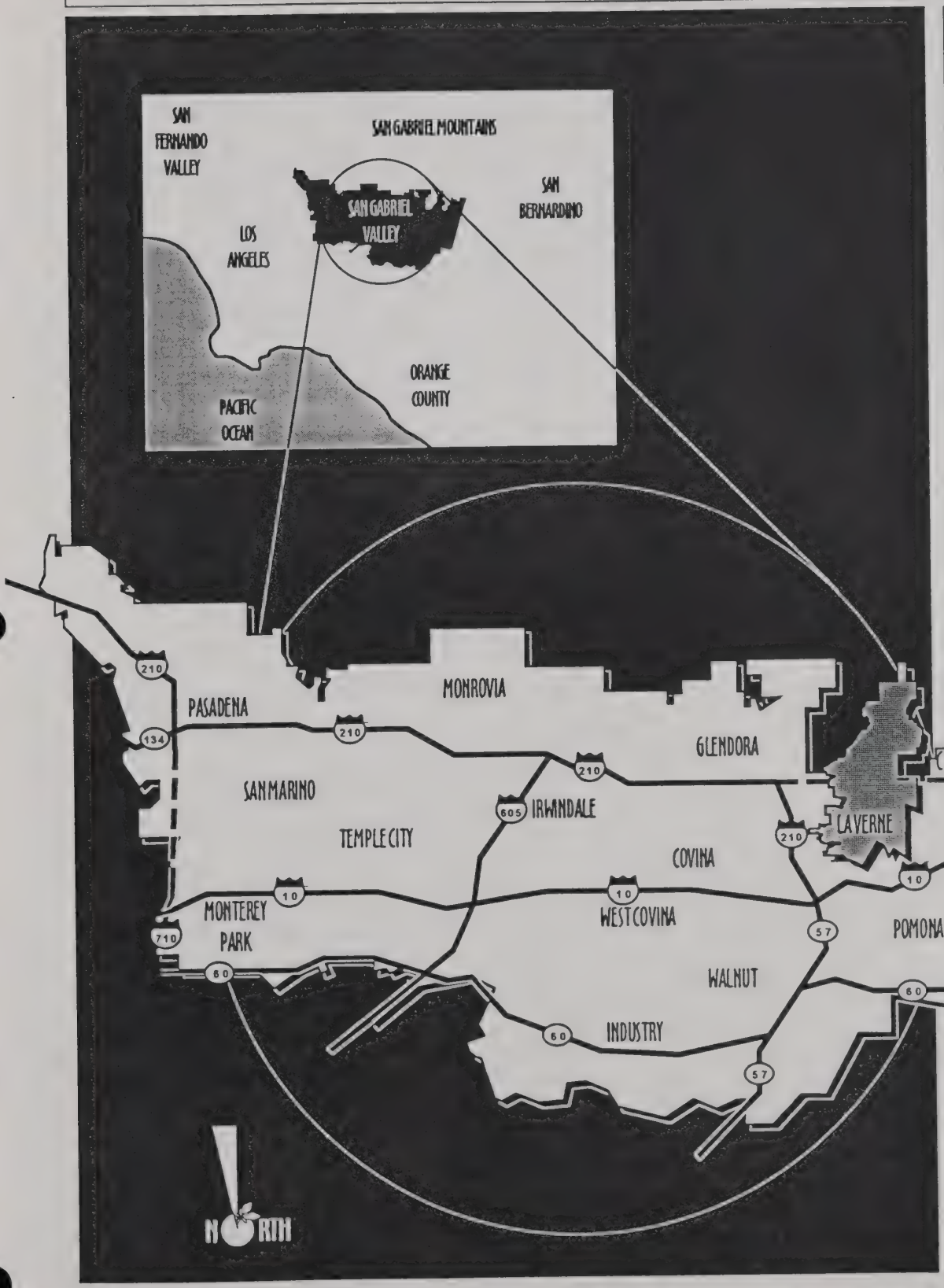
The most significant of these organizations, however, is the Southern California Association of Governments (SCAG), a voluntary association of local agencies authorized by state and federal law to coordinate transportation and other regional planning for a six county area with more than 14 million residents. Many of the regional issues and policies in this general plan reflect the language which has been drafted and adopted by SCAG.

Many of the region's plans are mandated by federal or state law. Even if the citizens of La Verne disagree with having the plan, the state legislature has required them nonetheless. However, if La Verne is to protect its interest it must look at each plan to decide what strategies work – or fail – when applied to the unique interests, lifestyle, and quality of life that describe La Verne.

Regional Goals

Many of the goals which are set by regional planning agencies don't look much different from the goals La Verne sets itself. In part, that's because regional planning agencies in California have come to realize that the only means to effective regional planning is to incorporate the real concerns of local communities on those issues which are too broad to be solved by individual cities and towns themselves.

The sidebars of this introduction contain some of the key planning goals that have been adopted for this region in the *Regional Comprehensive Plan*.



PROJECT VICINITY MAP

REGIONAL LOCATION MAP

General Plan Issue/Policy Matrix (a)

COMMUNITY ISSUES	CHAPTER POLICIES				
	Land Use	Transportation	Community Facilities	Housing	Public Safety
Airport	11.5	9.1	7.1, 7.2		
Air Quality	1.1, 1.2, 8.4	2.5			
Downtown	10.1	4.3	8.1		2.2
Economic Viability	1.1, 10.1, 10.3, 11.3	6.1, 9.1, 10.2	1.1, 4.1, 7.2, 9.1		
Freeway	8.3, 8.4, 8.5	1.1, 1.2, 1.3, 2.5, 3.2	3.1		
Gated Communities	3.4				5.2
Habitat Preservation	2.4, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1, 5.2, 7.1, 11.5				
Hillsides	2.1, 2.2, 2.3, 2.5, 4.1, 4.3, 4.4, 4.5, 5.1, 5.2, 6.1, 6.2, 7.1, 11.1		2.1, 9.1		1.1, 1.2, 3.2, 5.5
Historic Preservation	10.2, 10.3		6.2, 8.2, 10.1, 13.1	2.1, 2.2	2.2
New Urbanism	3.5	2.3	8.1, 10.1	5.3	
Public Art		1.1, 8.1			
Smart Growth	1.1, 1.2, 1.3, 2.1, 2.3, 3.1, 3.2, 3.3, 3.4, 3.5, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 5.1, 5.2, 6.1, 6.2, 7.2, 7.3, 8.1, 8.2, 8.3, 8.4, 8.5, 9.1, 9.2, 10.1, 10.2, 11.1, 11.2, 11.4, 11.5	2.1, 2.2, 2.4, 2.5, 3.1, 3.2, 4.1, 4.2, 5.1, 6.1, 6.2, 7.1, 8.1, 10.1	2.1, 2.2, 4.1, 6.1, 6.2, 7.2, 8.2, 9.1, 13.2		2.1, 5.2, 5.5
Sphere of Influence & Annexations	1.1, 1.2, 1.3, 4.6, 4.7, 9.2	2.2, 3.1	2.1, 2.2		
Sustainability	2.4, 7.2, 8.1, 10.1, 10.2		1.1, 2.1, 2.2, 3.1, 4.1, 5.1		2.1
Telecommunications			11.1, 11.2		

General Plan Issue/Policy Matrix (b)

CHAPTER POLICIES					COMMUNITY ISSUES
Resource Management	Noise	Cultural Resources	Economic Development	Community Design	
	5.1		3.2	1.2	Airport
5.1					Air Quality
		1.2, 2.1, 2.3	5.1, 7.1	1.2, 1.5, 3.1	Downtown
		2.1	1.2, 2.1, 2.2, 3.1, 3.2, 4.1, 5.1, 5.2, 6.1, 7.1, 8.2, 9.1		Economic Viability
1.1	2.1, 2.2		8.1, 8.2	1.6, 2.1	Freeway
				7.1, 7.2	Gated Communities
2.3, 3.1, 3.2, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 8.1				2.4	Habitat Preservation
2.2, 4.2				2.1, 3.2, 4.1	Hillsides
3.1		1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 3.1, 3.2, 3.5		1.1, 3.1, 3.2, 3.3	Historic Preservation
8.1			2.2, 7.1	1.2, 1.3, 6.2	New Urbanism
		1.1, 1.2, 2.1, 2.3, 3.3		1.6, 3.2, 6.2	Public Art
1.1, 1.3, 2.1, 8.1	1.1, 4.1		1.1, 2.1, 2.2, 3.1, 3.2, 6.1, 7.1, 4.1, 5.1, 8.1, 8.2	1.3, 4.1, 5.1, 5.2 6.1	Smart Growth
2.2				1.7, 3.2	Sphere of Influence & Annexations
1.1, 5.2, 6.1, 7.1, 8.1				1.5	Sustainability
		1.3	2.1, 9.1	8.1	Telecommunications

SPOTLIGHT ON OUR LAND



LAND USE

LA VERNE

Good land use planning balances nature with development, housing with commerce, & service providers with revenue generators. After mapping out our land & uses, & examining trends & patterns unique to La Verne, we begin to plan.

This chapter involves how we use our land. Much of what and where we build is determined by the layout of our land, access to roadways, available services and economics. How we build begins with the process of planning our land uses.

Land use planning begins with the simple act of mapping out our land features and existing uses. Our sloping hillsides and seasonal waterways are examples of natural resources that literally hug our community, and constrain us from growing beyond our natural boundaries. Our transportation routes play a major role in determining our land uses, beginning with our first settlement at the Lordsburg railroad stop and extending to our commercial centers that grew along old Route 66. Our commerce and industry pay for the public services and institutions that serve our homes that shelter our workforce...and so it goes. This cycle of interdependency is what makes a settlement. A well-balanced cycle is what makes a planned community.

Vision

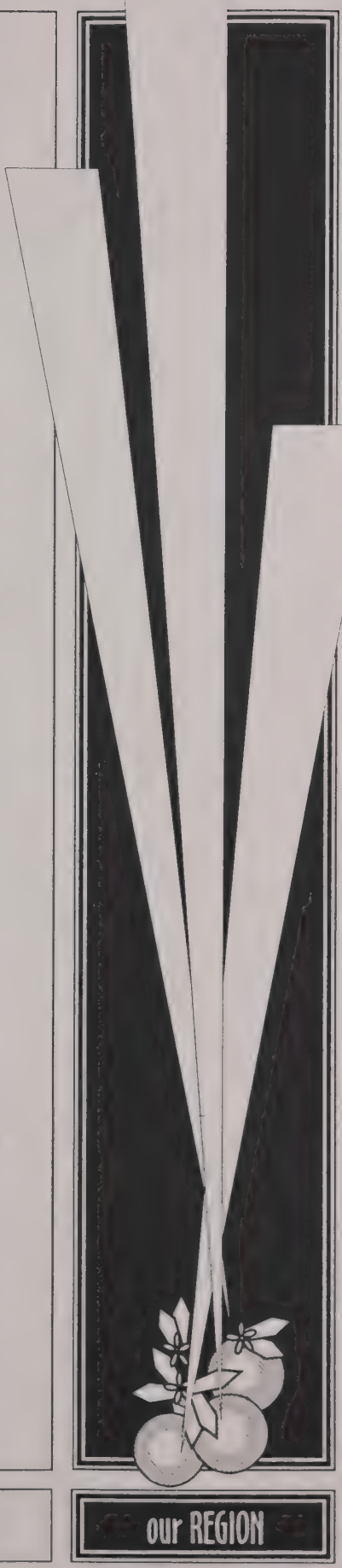
We aim to plan our land use in order to:

- Lay the foundation for quality development that is distinctive to our community.
- Provide comprehensive land use planning, setting general policy in a fair way citywide, and specific policy for individual neighborhoods with specific needs.
- Propose a well-balanced distribution of public and private land use.
- Provide for smooth transition between land use intensities.
- Separate incompatible uses and integrate complementary ones.
- Provide for limited growth within environmentally sensitive areas.

Highlights

The **Issues, Goals & Policies** section of this **Land Use Chapter** will address the following topics:

1. **Growth Management.** We plan to continue our policy of planned growth that we have successfully maintained since established by the 1989 general plan.



La Verne's Piece of the Regional Puzzle

According to Southern California Association of Government's recent projections, nearly 200,000 new residents will be added to the San Gabriel Valley by the year 2010. As the subregion plans to accommodate this future growth, the quality of the changes to the physical and cultural environment will impact the character of the subregion.

The Valley has two choices:

1. effectively plan growth or
2. allow growth to plan the subregion.

The Association of Governments has set the following overall goal to address regional growth:

To maintain and enhance the physical and cultural environment of the San Gabriel Valley during periods of growth, while planning... a better quality of life for its diverse population.

La Verne's city boundaries are illustrated in the **Land Use Policy Map, MAP LU-1** of this chapter. At 9.09 square miles, the land use changes and limited growth that has occurred over the past decade was anticipated and planned. Recent growth of our city can be attributed to three land annexations previously included within our general plan designated sphere of influence.

La Verne amended its sphere of influence area once since 1989, to more closely follow the natural topography, and incorporated a northeastern triangular portion of Los Angeles County foothill land back in 1990. This area is primarily designated as Open Space, and includes a small portion of Hillside Residential land adjacent to the Live Oak Reservoir.

The rapid growth of the 1970's and 80's has stabilized due to policies established by our 1989 general plan. These policies were intended to reduce the maximum theoretical population projection for La Verne of approximately 40,000, which remains current today. Also current, is our estimate that our service capacity will be maximized at a build-out population of 37,430. Our population projections are featured in **TABLES LU-1** through **LU-4**. At our present pace, the Southern California Association of Governments estimates that we will realize our desired build-out by the year 2010.

The 1989 **Land Use Chapter** also established policies to insure our ability to provide needed public services for continued residential development. We proposed shifting land use patterns toward revenue-producing commercial and industrial uses and set a modest target population of 34,781 - 36,000 residents, in order to balance revenue-generating uses with the services they require.

This concept of planned development that can pay for additional services is a major principle of what we call economically sustainable development.

2. **Hillside Development.** A home with a view seems like a simple request in a foothill community. Unfortunately, providing hillside homes is quite a bit more complicated. When planning for hillside development, we must consider both the effect of development on nature and nature's effect on development.

The foothills serve to frame our community portrait. However, a closer look reveals the toll that development has taken. The loss of native and riparian habitats, wildlife corridors and viewsheds, threaten our last large areas of vacant native land.

We must seriously consider hillside development's effect upon our greatest resource: open space.

A view of the big picture presents a more daunting image. The seismic characteristics typical of foothill communities in our region indicate significant geologic hazards. North La Verne hillsides are within the Very High Fire Hazard Severity Zone identified by Forestry and fire officials. Terrain, vegetation, climate, water pressure and limited access combine to make this an extremely difficult area in which to control wildfires.

MAP LU-3 presents these hazards as development constraints, and clearly shows their predominance throughout the northern portion of our city: the foothills.

3. **Community Character.** Our separate land use development is the direct result of comprehensive planning practice successfully applied to natural growth patterns. Our development is based on the fundamentals of form and function. Landform and features, transportation routes, public facilities, and economics define our land use.

However, the character of development that has occurred within our designated land use areas is unique to our community.

Our neighborhood planning areas originally identified in 1989 have maintained their individual character and should continue to be used for planning purposes. MAP LU-2 identifies our eight neighborhoods, recognizing the predominance of their residential character.

The neighborhoods are defined according to land use similarity with boundaries formed by natural edges and manmade streets. These planning areas allow us to develop specific policies in response to issues particular to individual neighborhoods of similar land features and use.

All neighborhoods are developing at different rates, and spawning a series of new issues associated with growing pains. The policies of this section are applicable to all neighborhoods citywide.

4. **Neighborhood One - North La Verne Hillsides.** This foothill neighborhood contains 1,043 acres of residential uses and open space. Three separate jurisdictions coexist: Los Angeles County, the Angeles National Forest and the City of La Verne.

Most development is single-family detached housing, on lots ranging from 10,000 to 15,000 square feet in size. Smaller subareas, such as Mountain Springs Estates, Rustic Canyon, and Rancho Esperanza have developed.



Regional Land Use Goals Supported by La Verne

To the extent that the region's planning agencies have worked together to advance quality of life issues, there is much to be grateful for. Even so, La Verne's review of these policies reflects two observations:

> Historically, little of state and regional planning funding has been invested in implementation for quality of life issues that translate for average residents.
>
> The construction of the Regional Comprehensive Plan gives citizens little to tell them that their communities will actually be enhanced by the complex and daunting policies of the plan.

The Association of Governments should be congratulated for a pioneering effort to bring quality of life issues into the regional planning process.

The most recent development is Marshall Canyon Estates, a specific plan developed on the last of the orange and lemon groves. It contains the historic Dewenter Ranch, listed on the National Register for Historic Places.

Neighborhood One is accessible from Esperanza Drive and Wheeler Avenue. The existing general plan has identified significant single-family development for portions of this area.

Development is faced with difficult circumstances - steep slopes, faults, landslides, fire danger, limited water supply, drainage and flood plain concerns, poor access, public services demands and school overcrowding. Individual site constraints combine to severely constrain density and, in some cases, prohibit development. These constraints have been illustrated on **MAP LU-3a** and **MAP LU-3b**.

Scenic canyons with regionally significant stands of Coast Live Oaks and California Sycamores, and, seasonal streambeds cross North La Verne Hillside. The largest, Marshall Canyon, has year round stream flow. Rugged hillsides and ridgelines define our undeveloped land. Its beautiful terrain is a major component of our scenic backdrop.

5. **Neighborhood Two - North La Verne.** Accessible from Esperanza, Birdie and Country Club Drives, this neighborhood contains 1,334 acres. The developed portion is almost exclusively single-family residential. La Verne Heights, Live Oak and Sierra La Verne are the most prominent housing developments in this neighborhood. Le Roy Boys' Home is also located in this neighborhood. Although outside our City limits, it is within our sphere of influence. The former Live Oak Stables, at Golden Hills and Esperanza has been abandoned and designated as a specific plan zone due to its many developmental constraints. Development will require environmental protection due to the potential for damage to sensitive Marshall Canyon riparian habitat.

North La Verne includes undeveloped natural oak woodland as well as Live Oak Reservoir. Like Neighborhood One, significant natural open space remains here, providing habitat for a wide variety of native plant and animal life. The scenic foothills that help to form our city's natural backdrop also contribute to North La Verne's major development constraints, as shown on **MAP LU-3a** and **MAP LU-3b**.

Protection of our views, vistas and stands of native oak is of utmost importance.

6. **Neighborhood Three - Northwest La Verne.** Nestled in the foothills, Northwest La Verne offers many scenic views. Development may be limited by fire danger and geologic hazard, as well as by the desire to protect natural terrain and views, as shown on **MAP LU-3a** and **MAP LU-3b**.

   Bounded by Wheeler Avenue, Golden Hills Road and Baseline Road, Northwest La Verne contains 277 acres. Development in Northwest La Verne consists primarily of single-family homes constructed in the 1960s and 1970s. Some older homes along Baseline Road, however, exhibit early stages of decline that is typical of deferred maintenance.

7. **Neighborhood Four - Foxglen.** Located in the western portion of La Verne, Foxglen is the smallest district with just 127 acres. It is edged by a number of natural and man-made barriers. The city limits form the north and west boundaries, the flood control channel is the eastern edge and Baseline Road limits the area on the south. The major entry to this community is the intersection of Foothill Boulevard and Baseline Road.

   Foxglen is comprised of one small park and single-family homes. Foxglen is divided into two separate neighborhoods by a bluff, which also provides a number of scenic vistas.

   Housing stock in Foxglen is beginning to show signs of aging and deterioration.

8. **Neighborhood Five - Foothill Corridor.** The Foothill Corridor is a wedge shape formed by Foothill Boulevard and Baseline Road. The right-of-way of the 210 Freeway runs parallel to and south of Baseline. When completed, the freeway will divide the neighborhood.

   The Foothill Corridor contains 810 acres with a diversity of land uses, including residential development (single-/multi-family and mobile homes) open space, recreation and agriculture. It is commercial development along Foothill Boulevard, however, which establishes the character of this district. The Towne Center South parcel has been the most recently developed with six acres of medium density (9 units to the acre) residential and six acres remain vacant for commercial use.

   A State highway and carrier of through traffic, Foothill Boulevard is both the major asset and major issue of this district. Traffic along Foothill will continue to grow until the 210 Freeway is completed. Because of the volume of fast-moving traffic, commercial development along Foothill is oriented toward the automobile.



Key Growth Management Policies Supported by La Verne

The following section includes those key regional growth management policies supported by La Verne, paraphrased in plainer language than the regional plan from which they were drawn. Some editing was also performed to identify those issues of greatest interest to La Verne.

GOAL: To promote an urban environment that emphasizes the local and historical character of the San Gabriel Valley and meets the individual, social, economic and cultural needs of each community's residents.

POLICIES:

- ☑ Accommodate the appropriate level of growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through Southern California Association of Government projections.

New commercial development has progressed rapidly along Foothill recently, but there remains some vacant commercial land that may be developed within the next five years.

Baseline Road forms its northern boundary. Grove houses and citrus plantings are scattered throughout the district. Single-family homes abut Baseline to the south, some of which have been constructed within the Foothill Freeway right-of-way and are currently being acquired and demolished or relocated.

9. **Neighborhood Six - West La Verne.** West La Verne contains 618 acres. Adjacent to West La Verne is a pocket of unincorporated county land that is within the city's sphere of influence. The most prominent feature of this neighborhood is the Metropolitan Water District Weymouth Filtration Plant (1940). The David and Margaret Home is also located in West La Verne.

Mobile home communities and a variety of single- and multiple-family housing characterize the remainder of West La Verne.

10. **Neighborhood Seven - Lordsburg.** This neighborhood includes most of the Lordsburg historic district, La Verne's original settlement founded in 1887 by Isaac W. Lord.

The northern portion of this 788 acre neighborhood is dominated by community facilities, including Bonita High School, two elementary schools, the civic center, a public pool and Pelota and Las Flores Parks. Its landmarks include Evergreen Cemetery and the United Methodist Church.

Lordsburg homes include both single and multiple-family units. Flood control channels divide several residential neighborhoods. Most houses are in good condition, with the exception of some homes along Winterhaven Drive and apartments along Price, Sycamore and Hayes Drives.

The historic significance of the southern portion of Lordsburg sets it apart from the rest of La Verne. At the geographical and functional center of this district is Oldtown La Verne, and at the center of Oldtown is the University of La Verne. Also located here are the post office, Brethren Church, and the police/fire stations.

Single family homes along streets lined with mature trees characterize residential development in this district. Also typical are second units on single family lots. South Lordsburg contains some of La Verne's best architecture in an eclectic variety of styles, including Victorian cottage and Craftsman bungalow.

11. **Neighborhood Eight - South La Verne.** South La Verne contains 891 acres and includes the greatest amount of vacant land in our city. The most prominent land use is Brackett Field, a general aviation airport administered by the County of Los Angeles. The airport, a potential asset to the district, is not easily accessible and is marred by unattractive and illegal signs.

The La Verne Business Park occupies 100 acres north of the airport. Other industrial uses line Arrow Highway, a major east/west transportation spine that runs through this neighborhood. Redevelopment and new industrial within this Industrial Specific Plan area introduce new issues, as we seek to bring old and new in concert with one another.

Residential development is limited. There is an older community of mobile home parks in the east and scattered single family residential development just south of Arrow Highway. The Carrion Adobe, believed to be La Verne's oldest structure, is located in South La Verne.

Issues, Goals & Policies

The following goals and policies have been formulated to address our land use issues.

ISSUE: 1 **Growth Management**

Regional pressures to increase density (population and employment growth) will place heavy burdens upon the local and regional circulation system, landfills, sewer and water facilities, impact air and water quality, as well as city services and facilities. Improper development of large, vacant parcels adjacent and accessible to La Verne will adversely affect the quality of life.

GOAL: 1 MANAGE OUR GROWTH THROUGH PLANNED DEVELOPMENT.

POLICIES: *We shall:*

1.1 **Balance quality development with adequate service throughout our city.**

IMPLEMENTATION MEASURES:

a. Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

b. Implement our master capital improvements program incorporating the following range of public facilities:

- ☑ Encourage the preservation, where necessary, of historic sections of the subregion.
- ☑ Promote housing and economic development efforts in community redevelopment areas.
- ☑ Promote the preservation and maintenance of existing built neighborhoods.
- ☑ Support the requirement that location and intensity of development be balanced with essential services, housing, infrastructural capacity and environmental constraints.
- ☑ Support the requirement that any development that would put regional infrastructure facilities at or near capacity should upgrade the affected facilities.
- ☑ Encourage simplification of the development review process in order to facilitate new projects without sacrificing health, safety, design and community character.





GOAL: To promote the urban form that affords necessary diversity of housing, jobs and recreational options and is accessible by all residents of the San Gabriel Valley.

POLICIES:

- ☑ Encourage a mix of housing, employment, service and recreational opportunities.
- ☑ Encourage appropriate commercial and industrial uses.
- ☑ Create, maintain and expand recreational and open space lands.
- ☑ Review cost and benefits of land use decisions to ensure subregional geographic effectiveness and efficiency.

(La Verne's general plan calls for fiscal impact studies of all major residential development projects, and the Foothill Boulevard Specific Plan *calls for market or fiscal studies as needed in its principal commercial corridors).*

- Public buildings;
- Water and sewer facilities;
- Street construction and maintenance;
- Parks and recreation facilities;
- Other major capital investments needed to sustain our development and operations.

c. Study mechanisms for funding and phasing of new infrastructure.

d. Implement the recommendations of our 1998 impact fee analysis.

e. Review all projects for compliance with our city and state environmental guidelines.

f. Require any development that would put local and regional facilities at or near capacity to upgrade those facilities.

g. Cooperate with regional agencies to improve regional services and air quality by actively participating in the development of the Southern California Association of Government's regional comprehensive plan and its subregional plan component for the San Gabriel Valley.

h. Provide strict development controls in areas with limited local services.

i. Require a fiscal/service impact analysis on all new residential projects exceeding 10 acres to determine the net impact on our services including fire, police, parks, and public works needs.

j. Require a fiscal/service impact analysis on any commercial, industrial, business park or institutional project that may impact the availability or financing of our utilities and services.

k. Comply with the Annexations Chapter of our Municipal Code, which requires that:

- Each annexation request demonstrates that it will not result in additional costs to our city.
- The area to be annexed is within our city's sphere of influence.
- An assessment district, or other financing mechanism appropriate under law, is established to pay for lighting, landscape maintenance, other capital improvements and on-going maintenance.

l. File an annual report with the City Council and the State of California Office of Planning & Research identifying the status of our general plan and its implementation.

1.2 Plan for compatible and quality development within our sphere of influence.

IMPLEMENTATION MEASURES:

a. Insist that projects within our sphere of influence comply with our general plan policies and annexation standards.

b. Cooperate with other jurisdictions in developing compatible land uses on neighboring lands.

c. Observe and implement our Memorandum of Understanding with Claremont for the sensitive development and protection of ecologically significant lands in the unincorporated sphere of influence areas between us.

d. Maintain our assertive posture concerning developments along our city boundaries by continuing to:

- Monitor environmental assessments for these projects.
- Participate in public hearings.
- Approve annexations on a planned rather than piecemeal basis by encouraging adjoining properties to file for annexation at the same time and by developing plans to encompass all annexed properties.
- Encourage LAFCO to adjust our sphere of influence lines when natural landforms make La Verne a more appropriate provider of public services.

  This action should only be taken when master general plan amendments, community plans, specific plans, or zoning have been adopted for the proposed annexation.

e. Discourage annexation that may imperil our long-term ability to finance, maintain, and operate facilities; seeking projects that contribute to a positive revenue flow.

f. Prohibit the extension of water and sewer facilities to unincorporated areas unless those parcels annex to the city and observe our environmental and development standards.

g. Establish a limit of level of service-D for Esperanza Drive at which no further construction or annexations may proceed.

h. Protect our low density residential land use designations in our sphere of influence.

☑ Preserve and highlight city and community identities.



GOAL: To promote a diversified economic base with increased opportunity for desirable employment and consumer activity.

POLICIES:

- ☑ Support a balanced distribution of well-maintained, functional commercial business areas.
- ☑ Encourage strong, diversified industry to provide employment opportunities, as well as a stable tax base.
- ☑ Recycle aging industrial operations to modern, clean, mixed-use business parks.
- ☑ Encourage commercial development adjacent to highway and transit corridors to take advantage of the visibility and access.
- ☑ Promote public/private development opportunities.

1.3 **Promote compatible development in neighboring areas.**

IMPLEMENTATION MEASURES:

a. Urge that development of unincorporated lands outside our city be compatible with our land use and annexation standards.

b. Ensure that developments in Claremont's sphere of influence that are accessible from La Verne are developed in a way that is compatible with our general plan.

c. Encourage quality development that is consistent with our development standards. For this purpose, development shall conform to the principles expressed in the joint Memorandum of Understanding between Claremont and La Verne.

d. Strongly oppose all projects outside our sphere of influence that could overload Esperanza Drive. Any project accepted shall contribute its fair share toward road building improvements.

e. Work with adjacent communities to address visual impacts of their development on our community.

f. Monitor Los Angeles County to ensure that development in unincorporated areas is compatible with the goals and policies of our general plan. Oppose projects that are inconsistent with our long-term development policies.

ISSUE: 2 **Hillside Development**

The hillsides are our last large areas of vacant, native land and contain our greatest resource of open space. However, hillside development has taken a toll on our foothills, contributing to our loss of native and riparian habitats, wildlife corridors, and viewsheds. Riddled with earthquake fault lines, our steep slopes limit safe development.

In addition, hillside terrain, fuel loading, climate, water pressure and limited access combine to make this an extremely difficult area in which to control wildfires.

GOAL: 2 ENSURE SAFE & SUBTLE HILLSIDE DEVELOPMENT.

POLICIES: *We shall:*

2.1 **Analyze development constraints within our Hillside Residential areas.**

IMPLEMENTATION MEASURES:

a. Require a constraints analysis for all proposed Hillside Residential land use development.

(The constraints analysis shall include a detailed description and mapping of geologic factors, areas prone to flooding, slopes, and stands of oak and sycamore trees.)

b. All development analyses will be based on net, not gross area.

c. Prohibit development in areas with constraints.

2.2 Shield all hillside development from view from the valley floor below.

IMPLEMENTATION MEASURES:

a. Require a dense screen of trees where residential development approaches a significant ridgeline or viewshed that may be compromised by encroaching development (rooflines, antennae, streetlights).

b. Prohibit development in areas with a natural slope of 25 percent or greater. Roads to service development may be permitted in these areas if they are designed to minimize visibility and grading scars.

c. Prohibit hillside grading and development practices which damage the integrity of hillside areas in order to provide off-site views.

These practices include but are not limited to:

- Mansionization;
- Fuel modification;
- Tree topping or removal;
- Conventional flat pad grading.

2.3 Prohibit grading that damages our hillsides.

IMPLEMENTATION MEASURES:

a. Enforce our Subdivision Ordinance and Hillside Development Overlay Zone, which establish standards for grading along ridgelines, saddles, knolls, canyons and other significant topographic features.

b. Discourage conventional flat pad grading in hillside areas exceeding ten percent (10%) slope.

c. Encourage split-level and uphill/downhill grading practices.

2.4 Preserve our significant, native and heritage trees.

IMPLEMENTATION MEASURES:

a. Require tree preservation plans with all development.

☑ Encourage the development of urban centers in areas that efficiently and conveniently serve the business and service needs of the people living and working in the subregion.

☑ Promote business development in areas of underutilized infrastructure systems, and areas needing revitalization and redevelopment.



b. Preserve all our significant stands of native, protected and heritage trees (see MAP RM-7).

c. Map all significant trees and document health condition.

d. Require that trees be retained, both in yard and open space areas, by limiting grading around drip lines, constructing retaining walls and relocating trees.

e. Require that all trees permitted for removal be replaced by a ratio of four to one.

f. Maintain full compliance with our Tree Preservation Ordinance.

2.5 Protect our community from hillside wildfires.

IMPLEMENTATION MEASURES:

a. Maintain low density/ intensity land use designations in our hillside areas.

b. Preserve our natural fire breaks through designated open space land use.

c. Prohibit development or require private reservoirs and water systems beyond the elevation of 1780 feet. Due to excessive pumping costs, lack of city reservoirs and the danger of hydropneumatic pumping stations, the city has not constructed water facilities beyond the 1780' service elevation.

d. Deny development above the 1780' elevation line unless it can be concealed from offsite view (see Community Design Chapter).

e. Permit hillside development only when it can be shown to meet all the development standards of our Hillside Development Overlay Zone and the goals and policies contained within this general plan.

f. Approve only development plans that conclusively prove that they can be adequately served with fire flow.

g. Require that all development within the seven-minute response time contribute to the fire equipment fund established to provide additional fire coverage from Station Number Two.

h. Not permit development unless the project is brought within the seven-minute response time.

ISSUE: 3 Community Character

Our needs are changing. Commercial centers built in the 1970's are aging; the freeway will have a dramatic impact on the community; residential needs are changing with the aging of the population; the downtown is reaching its century mark; and, our city is close to build-out. Insensitive development of large institutional uses outside our city policy control will harm our neighborhoods. The growing need for safety and security has spurred development of gated communities, resulting in further segregation of neighborhoods from community life.

GOAL: 3 PROVIDE COMPREHENSIVE DEVELOPMENT STANDARDS & GUIDELINES CITYWIDE.

POLICIES: *We shall:*

3.1 Preserve the distinctive character of our neighborhoods.

IMPLEMENTATION MEASURES:

a. Adhere to general plan policies to address issues specific to the natural and man-made character of individual neighborhoods, as well as the community at large.

b. Identify planning areas that share common land features and uses.

c. Adhere to our zoning standards and regulations for specific plan areas, master plan areas, and special overlay zones and districts.

d. Evaluate each development proposal for impact upon the neighborhood, city, and region.

3.2 Protect our neighborhoods from incompatible development.

IMPLEMENTATION MEASURES:

a. Require specific plan approval for developments greater than 10 acres gross.

b. Plans shall incorporate development concepts, applicable zoning and overlay standards, and, conclusively demonstrate conformance with our general plan.

3.3 Protect our neighborhoods from insensitive institutional development.

IMPLEMENTATION MEASURES:

a. Require current master plans for all institutional development to ensure neighborhood compatibility and self-sufficiency.

b. All master plans for institutional uses shall be consistent with our general plan.



c. Require all private enterprises at county-owned facilities to adhere to our general plan and related ordinances.

3.4 **Design our neighborhoods to be safe, rather than separate.**

IMPLEMENTATION MEASURES:

a. Support gated communities only when it can be shown that the community at large benefits from their installation, or when a significant public purpose is served and the criteria for assessing the gate proposal as outlined in the **Community Design Chapter** are satisfied.

b. Create new design standards that discourage inappropriately wide street improvements in private developments. Instead, design small neighborhoods with reduced streets that are more sensitive to natural terrain and better at slowing traffic.

c. Require open space dedications to be granted to a nonprofit conservancy created by our city to manage, rather than a homeowners' association. This reduces HOA fees and the need to "protect its investment" behind gates.

d. Incorporate defensible space planning in our subdivision design standards that ensure the highest level of available design protection for our neighborhoods.

e. Evaluate a community-policing program, where our neighborhoods hire off-duty police to patrol.

3.5 **Seek variety, quality, and innovation in land use practice.**

IMPLEMENTATION MEASURES:

a. Encourage creative mixed use development where zoning permits.

b. Allow for the mixture of residential, commercial, and industrial activities in self-contained neighborhoods that provide basic goods and services within walking distance of homes.

c. Develop land use performance criteria that ensure compatibility between uses in mixed use projects.

d. Revise our zoning ordinance to include provisions encouraging the development of urban village projects which incorporate a variety of land uses within a single neighborhood.

The ordinance shall include at a minimum:

1. Performance standards including compatibility, nuisance control, light, air, noise, vibration, odor and other standards;

2. Design incentives encouraging creative application of design principle to create innovative projects, consistent with the community design element;

3. Subdivision and zoning regulations including height, bulk, setbacks, coverage, and other requirements.

e. Incorporate the tenets of New Urbanism into projects within our community:

- Stress old town values of community, accessibility and diversity.
- Promote design that incorporates concentrated densities, mixed uses and housing types, mass transit, narrow landscaped streets, greenbelts, downtown revitalization and adaptive re-use, civic centers.
- Discourage urban sprawl, big lawns, cul-de-sacs, streetside garages, large parking lots, and bright streetlights.

ISSUE: 4 **Neighborhood One - North La Verne Hillside**

North La Verne contains regionally significant ridgelines, canyons, trees and streambeds that warrant protection. Individual properties within this neighborhood are severely constrained by the terrain, utility availability and access, and, will benefit from comprehensive master planning. Several large, undeveloped parcels and land holdings outside our city's policy control surround this neighborhood. Their improper development will harm our natural environment.

GOAL: 4 **PROTECT HILLSIDE DEVELOPMENT & NATURE FROM EACH OTHER.**

POLICIES: *We shall:*

4.1 **Develop hillsides according to our hillside standards.**

IMPLEMENTATION MEASURES:

a. Restrict the extent of development to the property's environmental constraints as identified in the site's constraint analysis.

b. Approve development only upon determining strict compliance with the general plan, hillside development overlay zone, applicable specific plan, and other ordinances and regulations.



c. Prohibit development or require private reservoirs and water systems beyond the elevation of 1780 feet.

d. Require that development plans conclusively prove they can be adequately served with fire flow, including consultation with water providers as required by State Law.

4.2 Protect and preserve the native habitat of our primary foothill neighborhood.

IMPLEMENTATION MEASURES:

a. Require a minimum open space preservation standard of 6 acres (including public and private recreation and open space areas) per 1,000 population, as recommended by the 1998 *Parks & Recreation Facilities Master Plan*.

b. Retain significant trees wherever possible, particularly those that are native, rare, endangered heritage, or candidate species, as defined in our municipal code.

c. Permit development only when demonstrating compliance with our Tree Preservation Ordinance.

4.3 Preserve the integrity of Marshall Canyon as a an open space resource.

IMPLEMENTATION MEASURES:

a. Prepare and review the necessary environmental and planning studies for any proposed development of any of the properties within La Verne or our sphere of influence that are outside of our city's jurisdiction (e.g., Marshall Canyon Regional Park).

b. Maintain contact with the Forest Service on a regular basis to make certain that access to the trails and equestrian network is maintained.

c. Oppose developments which would block or restrict access to the trail network.

d. Require that the existing County regional trail be protected and enhanced in connection with any adjoining development, consistent with County requests that the trail be permanently dedicated for public use.

e. Protect the environmental character of the canyon in connection with any zone change, specific plan or tract map so that vegetation, wildlife habitat and other resources are designated as

constraint areas and appropriately protected.

f. Prevent the disruption of Marshall Canyon from the effects of grading, construction, or fuel modification, and other forms of development as defined in our Zoning Code.

g. Encourage restoration of the western slopes of the canyon adjoining existing development. This includes: the planting of native vegetation including trees, shrubs, and grasses; remedial grading to restore the contours to the extent possible; the removal of trash, debris and other intrusions; and the continuing maintenance of the streambed and adjoining slopes.

h. Encourage Los Angeles County to preserve the equestrian trail and adjacent county owned open spaces. We shall maintain the open space designation, and protect the oak woodlands and riparian areas.

4.4 Provide comprehensive planning.

IMPLEMENTATION MEASURES:

a. Require master planning for properties adjacent to Mountain Springs Estates, in accordance with the Hillside Development Overlay Zone Ordinance, in order to minimize environmental disruption, prevent piecemeal development and provide comprehensive solutions to development constraints.

b. Establish a reimbursement mechanism approved by the City Attorney to develop a city-initiated specific plan area north and east of Mountain Springs Estates, north of Golden Hills Road and west of Brydon Road.

4.5 Protect our community's ridgelines.

IMPLEMENTATION MEASURES:

a. Prohibit grading of any type of feature that could be considered a ridge that includes, but is not limited to, knolls, ridgetops or saddles (especially elevations of 1,400 to 1,900 feet above the valley floor).

b. Prohibit the hillside grading and development practices that damage the integrity of hillside areas in order to provide off-site views, as identified in Policy 2.2.



4.6 Protect Neighborhood One from encroachment.

IMPLEMENTATION MEASURES:

a. Adhere to the La Verne-Claremont Planning Sphere of Influence Memorandum of Understanding that requires that both cities advise and consult on development in unincorporated sphere areas and oppose development inconsistent with the standards of each city.

b. Preserve the natural buffer zone along the Marshall Canyon Estates development and the open space area within the sphere of influence.

c. Examine the possibility of incorporating this area into the national forest.

d. Make every effort to work with Los Angeles County and neighboring communities to link open space, trails and wildlife corridors.

e. Work with the Forest Service to retain access to the trail and equestrian network.

f. Further develop the trail network in new land use approvals.

4.7 Prevent neighboring communities from straining our finances and services.

IMPLEMENTATION MEASUES:

a. Require annexations as a condition of the extension of city utilities and public services.

b. Monitor the use and development of neighboring land holdings for impact upon our infrastructure and services.

c. Work with Los Angeles County to ensure that development in unincorporated areas is compatible with our general plan.

d. Encourage low density residential development in our sphere of influence.

ISSUE: 5 Neighborhood Two - North La Verne

North La Verne contains the front line of our foothill ridges. These ridges are extremely visible from surrounding areas and serve as a scenic backdrop for our city. Often, ridgelines are the first place developers wish to locate housing. Our ridges form canyons that harbor significant stands of coast live oaks and California sycamores. Marshall Canyon, our largest, provides year round water. These riparian areas are rapidly disappearing.

GOAL: 5 PROTECT THE VISUAL QUALITY OF OUR COMMUNITY.

POLICIES: *We shall:*

5.1 Preserve the physical character of our foothills.

IMPLEMENTATION MEASURES:

a. Prohibit any grading of a feature that could be considered a ridge, which includes, but is not limited to, knolls, ridgetops and saddles.

b. Protect native trees, riparian areas and watercourses from encroaching development.

c. Conceal development to limit or obscure visibility and damage to the natural appearance of the hillsides.

d. Preserve and maintain open space for the enjoyment of our entire community.

5.2 Protect our natural open space areas.

IMPLEMENTATION MEASURES:

a. Preserve the following areas as open space: Marshall Canyon – east and west forks; frontal slopes of the San Gabriel Mountains; natural canyons and features.

b. Work with the Forest Service to retain access to the trail and equestrian network.

c. Oppose developments that block or restrict access to this trail network.

ISSUE: 6 Neighborhood Three - Northwest La Verne

Northwest La Verne still contains some agricultural resources. These include the remainder of an orange grove and a tree farm located on San Dimas Canyon Road, as well as nurseries. Hillside development in San Dimas has impacted the quality and character of Northwest La Verne.

GOAL: 6 PROTECT THE RESIDENTIAL-AGRICULTURAL CHARACTER OF NORTHWEST LA VERNE.

POLICIES: *We shall:*

6.1 Prescribe compatible, low intensity land uses.

IMPLEMENTATION MEASURES:

a. Designate and maintain compatible hillside land uses in and surrounding Neighborhood Three.

b. Encourage the retention of our last agricultural resources.

c. Ensure compatibility of interim agricultural uses with surrounding residential uses.

d. Designate land for the remaining grove and tree farm as low density residential for compatibility with the neighboring uses.



e. Require conditional use permit approval for agricultural uses, including utility right-of-ways, protecting the surrounding properties.

6.2 Protect Northwest La Verne from encroachment.

IMPLEMENTATION MEASURES:

a. Cooperate with San Dimas in developing policies that will protect the hillside areas in both San Dimas and La Verne.

b. Monitor all adjacent development, including tract map approvals. Ensure that developments are designed and conditioned to protect the surrounding neighborhood.

ISSUE: 7 Neighborhood Four - Foxglen

Foxglen's character is defined by the northeast trending bluff which originates near the intersection of Foothill Boulevard and Baseline Road. A gravel resource area has been identified by our state just north of this bluff.

Gravel recovery would severely damage Foxglen's residential quality, though it is doubtful that this resource will be needed during the lifetime of this plan.

Large public facilities, such as San Dimas Canyon Park and San Dimas Golf Course, also border this neighborhood and can adversely impact Foxglen.

GOAL: 7 PROTECT THE RESIDENTIAL & NATURAL CHARACTER OF FOXGLEN.

POLICIES: *We shall:*

7.1 Preserve Foxglen's natural bluff.

IMPLEMENTATION MEASURE:

a. Prohibit development of the bluff and slope that will destroy Foxglen's character.

7.2 Protect the residential character of Foxglen.

IMPLEMENTATION MEASURES:

a. Insist that any resource recovery shall explore the long-term impacts associated with gravel pits.

b. Examine proposed uses after recovery, including park and open spaces.

c. Require that Los Angeles County Department of Public Works file proper environmental documents prior to permitting gravel recovery. These documents should examine regional need and alternative gravel sources; and, mitigate for dust, noise, traffic and related environmental impacts.

7.3 **Minimize public facility nuisance to our surrounding neighborhoods.**

IMPLEMENTATION MEASURES:

a. Monitor the operations of regional facilities.

b. Insist that Los Angeles County protect San Dimas Canyon Park.

c. Monitor San Dimas Golf Course through joint power authority with the city of San Dimas and the city of La Verne.

d. Require Los Angeles County and San Dimas to provide high levels of maintenance and improved landscaping for San Dimas Canyon Park and San Dimas Golf Course.

ISSUE: 8 **Neighborhood Five – Foothill Corridor**

The Foothill Corridor contains our local and regional commercial core, but comprises less than five percent of our city's total area. Our commercial centers are beginning to show signs of aging.

New commercial projects wishing to locate along our major highway are limited to only 30 remaining vacant acres. Pressure for land use intensification could endanger the several existing mobile home parks.

Demand for commercial land will spur interest in the few remaining agricultural uses in the corridor, and increase as the 210 Freeway becomes a reality. Actual freeway construction will disrupt our neighborhoods and may lead to incompatible interim uses on vacant right-of-way land.

GOAL: 8 **FOSTER A HEALTHY BALANCE OF USES WITHIN OUR FOOTHILL CORRIDOR.**

POLICIES: *We shall:*

8.1 **Strengthen the development and design character of our commercial corridor.**

IMPLEMENTATION MEASURES:

a. Encourage renovation and adaptive reuse of existing shopping centers as anchor grocery stores recycle, consolidate or leave.

b. Support redevelopment and remodeling of obsolete shopping centers.

c. Encourage the consolidation of parcels that are substandard or less than one-half acre wherever possible.

d. Seek quality development for all new projects within the corridor.

e. Discourage phasing of development that causes critical corner locations to develop before, and out of character with, the rest of the site.



f. Encourage mixed use development along the Foothill Corridor.

g. Abide by the land use classifications and development standards of our *Foothill Boulevard Specific Plan* and Zoning Code.

h. Simplify and streamline the *Foothill Boulevard Specific Plan* to allow greater flexibility in securing desirable retail, while enhancing its performance and design standards.

8.2 Buffer our neighborhoods from more intense land uses.

IMPLEMENTATION MEASURES:

a. Require that neighboring commercial developments are adequately screened and buffered from the residential areas.

b. Work closely with the United States Postal Service to protect the neighboring Foothill Collection homes from negative impacts from development of the new post office.

Impacts relative to noise, circulation, lighting, circulation, and safety shall be closely evaluated.

8.3 Protect our mobile home parks in the 210 Freeway corridor.

IMPLEMENTATION MEASURES:

a. Strictly enforce the mobile home park rent control and conversion ordinances.

b. Prohibit further subdivisions, such as mobile home park conversions, to prevent obstacles to future parcel consolidation.

c. Prohibit land use amendments, subdivisions or conversion to other uses of the mobile home parks in the 210 Freeway corridor.

8.4 Provide for a smooth transition between land uses.

IMPLEMENTATION MEASURES:

a. Permit land use intensification only after demonstration of sensitivity and compatibility with the surrounding uses.

b. Regulate all interim uses under conditional use permit approvals.

c. Require neighborhood compatibility for development of our agricultural parcels.

d. Require environmental studies for development of remaining agricultural parcels.

The environmental studies shall document all impacts and propose adequate mitigation measures for adverse impacts.

e. Monitor the purchase and demolition of right-of-way properties to avoid vandalism and neighborhood crime.

f. Control interim land uses through standards on vacant freeway right-of-ways that:

1. Evaluate the environmental effects, both positive and adverse, on the surrounding neighborhood. These shall include at a minimum noise, vibration, dust, pollen and pesticides, odors, chemical pollution, groundwater and water table condition, utilities (including transmission lines), public facilities and traffic.

2. Identify what social, recreational, or fiscal benefits are to be realized from the proposed interim land use. These may include: pedestrian use, recreational opportunities, enhanced revenue, economic utilization, preservation and enhancements of agricultural land uses, provision of greenery, protection of cultural resources (archaeological and historic) and buffer value.

3. Identify the effect of the interim use on the proposed land use by virtue of its duration, permanence, character and value of surrounding property.

g. Require that freeway construction phase minimize impacts upon our neighborhoods through the policies established in the **Transportation, Noise** and **Community Design Chapters.**

8.5 Preserve and enhance the quality of this residential neighborhood.

IMPLEMENTATION MEASURES:

a. Work with residents to develop a range of protective strategies to deal with the adverse impacts of the 210 Freeway.

b. Require a comprehensive study of the Baseline corridor, including housing condition, commercial carrying capability, blight, circulation and other factors prior to entertaining any and each request to change the general plan or zoning, or otherwise consider any commercial uses on Baseline.



ISSUE: 9 Neighborhood Six – West La Verne

Many of the public facilities and institutions that serve our community are located in West La Verne. The largest of these, Weymouth Filtration Plant, David and Margaret Home and Damien High School, together with retirement facilities and our cemetery, impose significant impacts upon this neighborhood. West La Verne also contains several substandard Los Angeles County "islands" that create demands on our public services due to their deficiency in public improvements.

GOAL: 9 INTEGRATE OUR PUBLIC & PRIVATE USES IN WEST LA VERNE.

POLICIES: *We shall:*

9.1 Ensure compatibility between our institutional and residential land uses.

IMPLEMENTATION MEASURES:

a. Require institutional and public facilities to operate in concert with the surrounding community through:

- Advisement and consultation.
- Buffering and screening.
- Environmental mitigation.
- Performance standards.

b. Request that Metropolitan Water District formulate and file a master plan, accompanied with the appropriate information to assess impacts and mitigation. This includes MWD property leased for private uses, such as plant nurseries and storage facilities. The City and MWD should cooperate in resolving community concerns regarding buffering, landscaping, circulation, historic resource preservation and economics.

c. Require that prior to disposing of any land surplus, the agency or institution shall conduct a study identifying alternative uses that would be compatible with the neighborhood. This study shall be filed as part of the application for any land use amendment.

d. Require master plans for all institutional uses, including ancillary facilities. Master plans should be periodically updated and revised to reflect the needs of the facility and respect the surrounding neighborhood.

9.2 Protect our neighborhoods from incompatible annexations.

IMPLEMENTATION MEASURES:

a. Prevent county "islands" annexation from taxing our existing services.

b. Ensure land use compatibility prior to annexation.

c. Oppose all county actions inconsistent with the policy that county zone changes, amendments and subdivisions shall respect the character of the surrounding neighborhood and comply with city standards.

d. Oppose annexations that will not provide fiscal protection to the city.

e. Monitor all development within the "islands". Proper environmental studies and mitigation measures shall be required for any proposed development or zone changes in these areas.

ISSUE: 10 Neighborhood Seven – Lordsburg

The economic heart of the city continues its historic move to Foothill Boulevard, threatening the commercial viability of downtown Lordsburg. Large institutional and public facility uses, such as Hillcrest Homes, University of La Verne, Bonita High and Roynon schools and community parks, surround and effect our downtown neighborhood.

Lordsburg homes include older blocks of duplex and multiple housing that do not conform to current development standards, making improvement financing difficult and leading to their deterioration.

The eastern neighborhoods of Lordsburg are exposed to noise, traffic and pollution caused by the city of Pomona's continued industrial and high-density development.

GOAL: 10 CREATE A FUNCTIONAL DOWNTOWN.

POLICIES: *We shall:*

10.1 Preserve Lordsburg's downtown commercial character.

IMPLEMENTATION MEASURES:

a. Uphold land uses that generate retail sales in our downtown.

b. Prohibit institutional and public uses in downtown service and commercial areas.

c. Support the adaptive reuse of our older buildings.

d. Permit mixed use projects with conditional approval.

e. Analyze and adjust land uses after conducting and evaluating a downtown economic study (see **Economic Development Chapter**).



10.2. Improve Lordsburg's neighborhoods.

IMPLEMENTATION MEASURES:

a. Preserve the historic fabric of the neighborhood by employing development and redevelopment practices that support revitalization and conservation rather than demolition and renewal in accordance with the policies and standards as adopted in the *Lordsburg Specific Plan* (see Community Design Chapter).

b. Require consolidation of substandard parcels wherever possible.

c. Request review of Bonita Unified School District development plans.

d. Implement the neighborhood conservation program for Lordsburg, focusing on coordinated capital improvements, selective land use amendments, housing rehabilitation, historic preservation and structural stabilization for buildings prone to earthquake damage.

e. Support the neighborhood conservation and implementation programs in the *Lordsburg Specific Plan*.

10.3 Integrate institutional and public uses within our established neighborhoods.

IMPLEMENTATION MEASURES:

a. Monitor development of institutional and public facility uses in Lordsburg.

b. Maintain a supportive, "partnership" role between the City, merchants, and University of La Verne, recognizing the University's role as a social, cultural and economic force in our community.

c. Encourage joint efforts, such as: library service; information system technology; childcare; grantsmanship opportunities; and, parking and recreational facilities development.

d. Require any expansion of the University of La Verne to sites with existing commercial facilities or to any properties designated for commercial use with Planning Commission and City Council approval.

e. Prohibit the conversion of our existing commercial properties designated for commercial use by this plan to institutional use, except:

1. Where specifically approved by the Council subject to a plan amendment or zone change; or

2. As provided by the above Implementation Measure D.

f. Require a master plan for all institutional and public facilities over one gross acre in size.

This includes city facilities, as well as Hillcrest Homes, Bonita High School, Damien High School, and the University of La Verne. Master plans shall be compatible with the surrounding neighborhood. Public schools are subject to city master plan requirements only when city assistance is involved.

g. Require compatibility of new university buildings with the architectural styles and materials of the original campus and the historic preservation guidelines for historically, culturally, and architecturally significant structures as contained in the *Lordsburg Specific Plan*.

10.4 Protect Lordsburg from incompatible neighboring land use.

IMPLEMENTATION MEASURES:

a. Object to insensitive development adjacent to our neighborhoods.

b. Monitor adjacent development in Pomona.

c. Take appropriate action to protect Lordsburg from the effects of neighboring development.

d. Insist on environmental review where appropriate.

e. Negotiate appropriate mitigation of impacts created by Pomona development, including but not limited to:

- Traffic
- Noise
- Public Safety
- Aesthetics
- Buffering

ISSUE: 11 Neighborhood Eight – South La Verne

Puddingstone Hill, one of our most prominent land features, contains many developmental constraints typical of our northern hillsides. The Arrow Highway commercial and manufacturing corridor is secondary to the Foothill Corridor in economic viability, and has developed accordingly with incompatible uses in substandard developments. Arrow's increasing traffic volumes and our business park's construction activity point to the growing commercial viability of the Arrow corridor.





In the midst of all this, residents of our Walnut Specific Plan area face encroachment from commerce and industry. Our attempt to buffer the neighborhood by lowering land use intensities may not be enough to protect or upgrade the neighborhood. In addition, the Fairplex, Brackett Field and Bonelli Park are large institutional and public facilities that lay along the edge of our community, but fall outside of our full control.

GOAL: 11 **Harmonize South La Verne's diversified land use.**

POLICIES: *We shall:*

11.1 **Preserve and protect the integrity of Puddingstone Hill.**

IMPLEMENTATION MEASURES:

a. Preserve our ridgelines and foothills, especially elevations of 1,400 to 1,900 feet above the valley floor.

b. Prohibit any development that is not in strict compliance with the general plan, Hillside Development Overlay Zone, applicable specific plan, ordinances and regulations.

c. Prohibit development that can not satisfy grading, visual, geologic, land use compatibility, utility and safety concerns as required by our Hillside Development Overlay Zone.

d. Require that the extent of development be related to the property's constraints, regardless of maximum carrying capacity.

e. Ensure that hillside development conforms to the **Community Design Chapter** of the general plan, blending with the surroundings by incorporating natural materials, reduced heights and massing, and native landscaping into their designs.

f. Prohibit hillside grading which damages the hill's integrity in order to provide off-site views.

11.2 **Integrate land uses through comprehensive planning practice.**

IMPLEMENTATION MEASURES:

a. Adhere to the comprehensive planning practice prescribed in our *Industrial Specific Plan*.

b. Update the *Industrial Specific Plan* to prescribe new development practice that supports high quality development in all land use categories.

c. Continue our redevelopment efforts in South La Verne.

d. Encourage mixed use projects, as permitted within the Commercial/Business Park land use.

e. Ensure that all industrial development in South La Verne shall be compatible with the Industrial Specific Plan.

11.3 **Foster contributing commercial, office, and manufacturing uses.**

IMPLEMENTATION MEASURES:

a. Maintain land use designations that provide opportunity for development that contributes to our economic base.

b. Discourage the location of noxious uses in the commercial manufacturing zone.

c. Require conditional use permits for the review of all requests to extend automotive repair permits. The history of the operation, including complaints of noise, parking and pollution shall be evaluated in granting or denying extensions. Where these uses are permitted, substantial buffering and other protections shall be employed.

d. Establish code enforcement procedures that discourage violations within the Arrow corridor.

11.4 **Protect the Walnut neighborhood from encroaching commerce and industry.**

IMPLEMENTATION MEASURES:

a. Retain the single-family residential designation for the neighborhood.

b. Encourage lot consolidation of substandard parcels whenever possible to enable development of single family homes.

c. Encourage housing rehabilitation through rehab grants and loans.

d. Support nonprofit single family housing projects such as Habitat for Humanity.

11.5 **Promote mutual beneficial development of our regional facilities.**

IMPLEMENTATION MEASURES:

a. Require commercial, office, industrial, private or county development to adhere to the *Brackett Field Master Plan* and be consistent with the settlement agreement between the City of La Verne and Los Angeles County.



b. Require that all privately controlled airport operations or any airport operations not required by the FAA obtain City approval.

c. Encourage the development of desirable facilities at Brackett Field such as a restaurant, hotel, viewing area for visitors, and additional visitor parking.

d. Require that all water and sewer plans for development at Brackett Field shall be approved by the fire and public works departments and constructed to city standards.

e. Review and coordinate concerns with the Los Angeles County Fair Association over the operation of the fair, year round events and special events, such as the drag races.

f. Support retention and preservation of the existing natural open space in Bonelli Park and demand compliance with our general plan.

g. Acknowledge the agreement to follow the City of San Dimas' lead while generally supporting their position.

h. Monitor developments at Bonelli Park, taking into consideration the following policies regarding the park:

- At least 73 percent of the park site will remain in open space.
- Environmentally sensitive areas within the park are to be protected.
- Adequate circulation and public safety will be ensured.

MAP LU-1: LAND USE POLICY MAP

The goals, policies, implementation measures and land use policy map contained in the land use chapter serve as the framework for the rest of the general plan chapters. Many goals and polices in other chapters are closely interrelated to the land use chapter, in that they directly or indirectly support the goals of the land use chapter.

La Verne land use policy is divided into nine categories of land use. These categories regulate residential, commercial, industrial, community facilities, open space, and freeway land uses. Each land use category is described below. MAP LU-1 shows the land use policy for the city. TABLE LU-1 shows the acreage of each land use category described below. TABLE LU-5 shows how each of the land use categories corresponds to the zoning, and TABLE LU-6 compares existing specific plans and land use policy categories.

Hillside Residential
(0-2 units/acre)

Single-family units may be built up to a density of two dwelling units per acre. However, due to environmental constraints (steep slopes, significant strands of oak and sycamore trees, fire hazard), some areas in this category may not be developable. MAP LU-3 shows the development constraints that exist in the hillside residential areas. All developments in this category must first undergo a detailed constraints analysis prepared by the applicant to determine the extent of development that would be feasible. Population density for this category could range from zero to six per acre, assuming an average household size of 2.85.*

Low Density Residential
(0-5 units/acre)

This category will permit single-family units at a density of 0-5 units per acre. The density designation will provide for the preservation of existing single-family neighborhoods. Population density for this category could range from zero to 14 persons per acre, assuming an average household size of 2.85.

Medium Density Residential
(0-10 units/acre)

The medium density residential category allows for the development of duplexes and other attached dwellings. Population density for this designation could range from zero to 27 persons per acre, assuming an average household size of 2.85. The medium density/mixed use is intended to accommodate and facilitate the development of commercial/office uses and medium density residential uses.



High Density Residential
(0-15 units/acre)

This second multiple-family residential category also provides for the development of duplexes and other attached dwelling units. Population density for this designation could range from zero to 42 persons per acre, assuming an average household size of 2.85.

Commercial/Business Park

Retail commercial, office, light manufacturing, industrial, and mixed uses are allowed on properties with this land use designation. Such uses can either be in individual buildings or in low intensity suburban centers. Maximum lot coverage of 50 percent is permitted.

Industrial

The industrial land use category allows for more intense manufacturing and industrial uses than allowed in the commercial/business park areas of the city. This designation allows for maximum lot coverage of 50 percent.

Community Facilities

This category includes water and sewer service systems, storm drains, schools and the library system. In addition, some special facilities unique to La Verne are included in this category: Brackett Field, the University of La Verne, and MWD properties.

If any of the special facilities undergoes additional development or a change in use, a master plan must be prepared and approved by the city.

Open Space

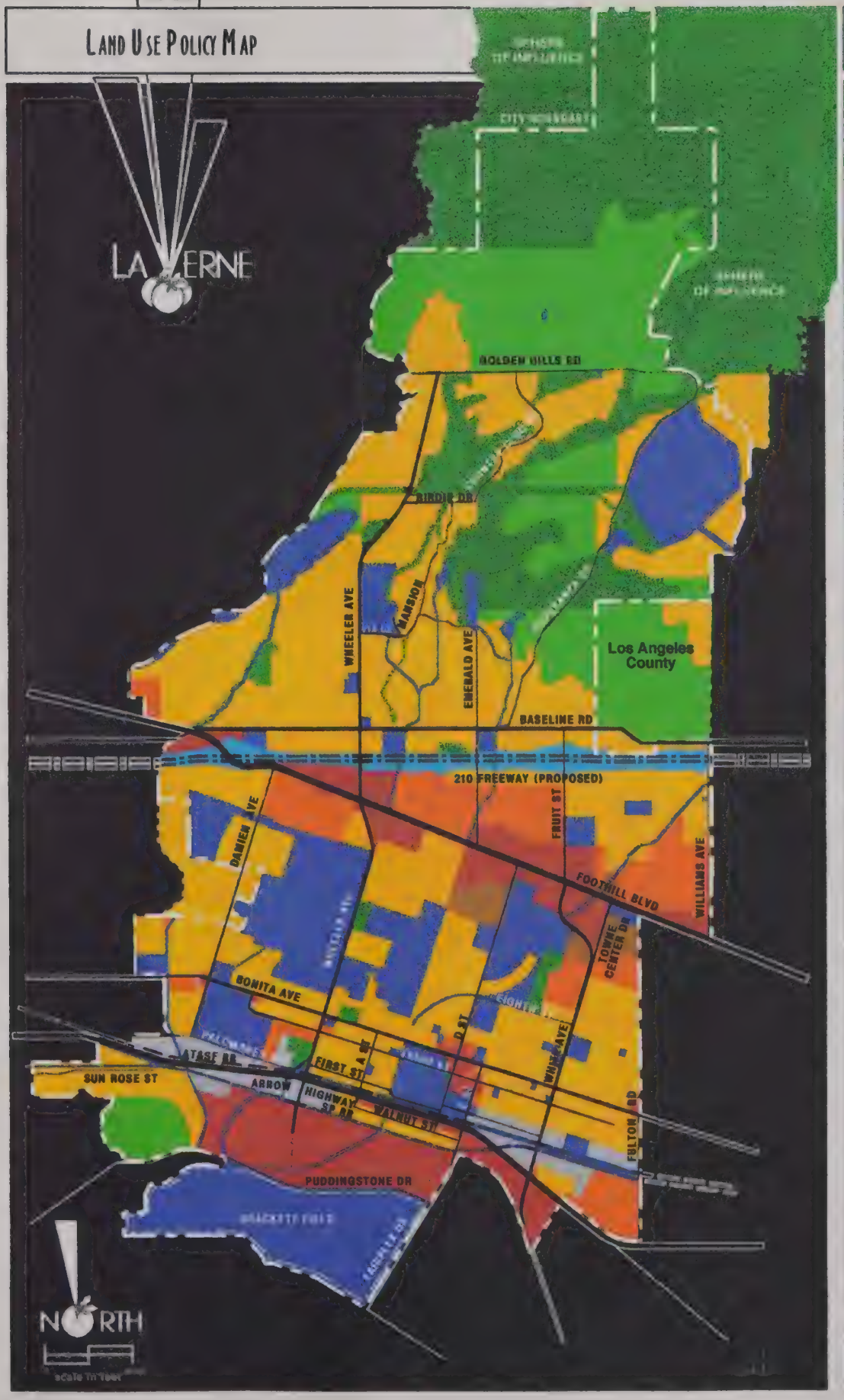
The open space category includes city parks, utilities, easements, flood control channels, and some hillside areas that will remain undeveloped due to environmental/safety constraints.

Freeway Corridor

The right-of-way of the proposed 210 Freeway is designated by this land use category. Access points (on and off ramps) in La Verne are designated as part of this category. Residential land use currently exists in the right-of-way.

* The average household size of 2.85 is the 1990 U.S. Census citywide average.

Land Use Policy Map



LU-1

- Hillside Residential (0-2 dwelling units/acre)
- Low Density Residential,(0-5 dwelling units/acre)
- Medium Density Residential,(0-10 dwelling units/acre)
- Medium Density Residential Specified for Mixed Use
- High Density Residential,(0-15 dwelling units/acre)
- Commercial/Business Park
- Industrial
- Community Facility/Freeway
- Freeway
- Open Space

Neighborhood Plan

Neighborhood Boundaries

1 North La Verne Hillside

2 North La Verne

3 Northwest La Verne

4 Foxglen

5 Foothill Corridor

6 West La Verne

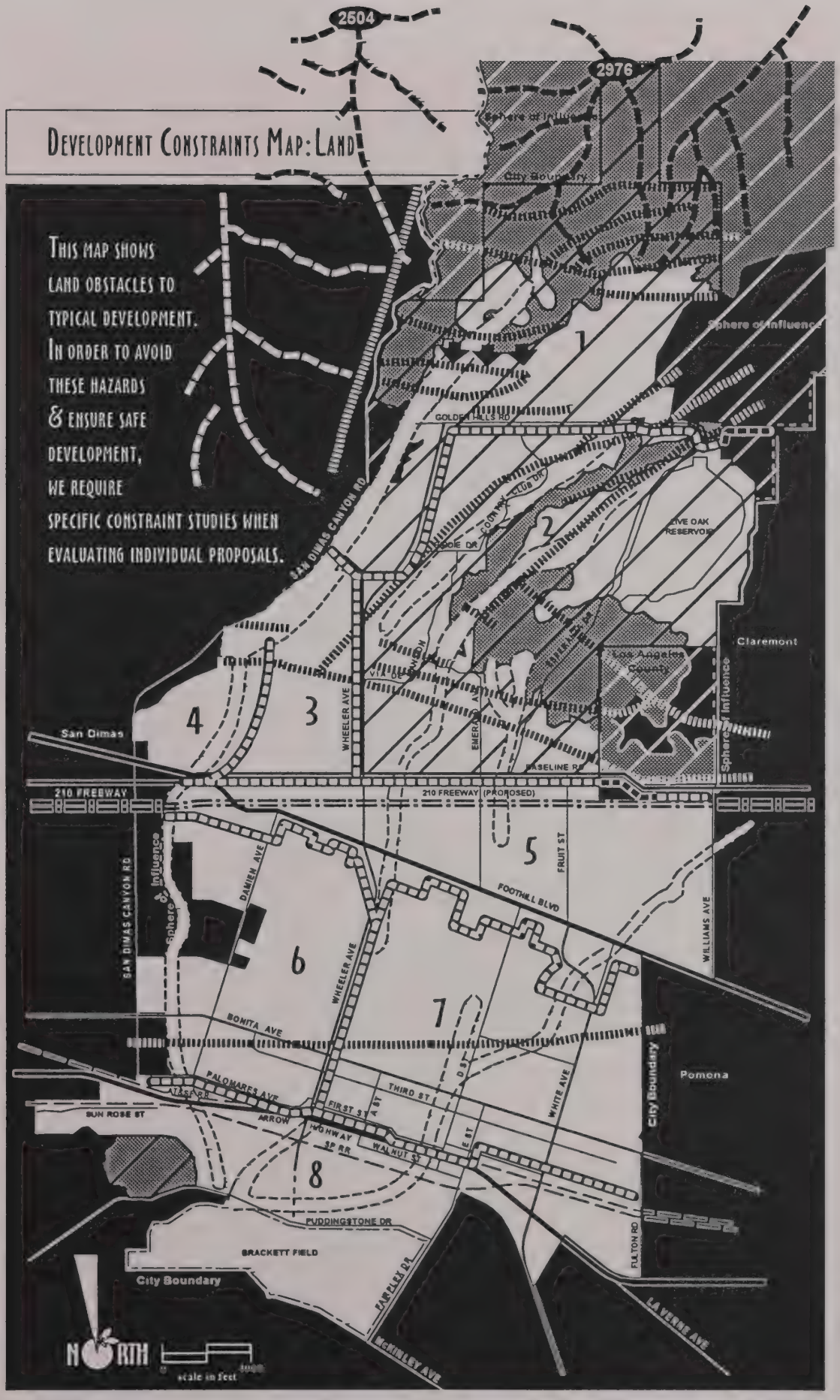
7 Lordsburg

8 South La Verne

Source:
La Verne Community Development



Development Constraints Map: Land



- Ridge Lines
- High Points
- Geologic Hazards
- Slopes Greater Than 25%
- Potentially Active Faults
- Landslide Areas
- Flood Hazard Zone
- Planning Area Boundary

1. North La Verne Hillside
2. North La Verne
3. Northwest La Verne
4. Foxglen
5. Foothill Corridor
6. West La Verne
7. Lordsburg
8. South La Verne

Source:
Leighton & Associates, La Verne Community Development

Development Constraints Map: Landscape



- Very High Fire Hazard Zone
- Ecological Areas
- Open Space Preserve
- Significant Trees
- Planning Area Boundary

1. North La Verne Hillside
2. North La Verne
3. Northwest La Verne
4. Foxglen
5. Foothill Corridor
6. West La Verne
7. Lordsburg
8. South La Verne

Source:
Biological Resource Study, 1996, Keane Biological Consulting, La Verne Fire, La Verne Community Development

General Plan Build-Out By Land Use Category

LU-1

Currently Developed		Proposed Build-Out		% of Total Build-Out	Land Use Category
Acres	D.U./S.F.	Acres	D.U./S.F.		
					Residential
321	321	625	420	11	Hillside
2,070	7,902	2,098	8,960	36	Low Density
367	2,295	384	2,777	6	Medium Density
50	750	50	750	1	High Density
2,808	11,268	3,157	12,907	54	Subtotal
324	4,939,704	509	7,760,214	9	Business Park
126	1,372,140	131	1,426,590	2	Industrial
1,242	10,144	1,251	10,217	22	Community Facility
762		767		13	Open Space
5,262		5,815		100	Total

Note: Square footages are calculated based on average floor area ratios per acre (.35 for commercial; .25 for industrial; .0001875 for community facilities). (Source: *San Diego Traffic Generators*, SANDAG, 1994).

Comparison of General Plan Land Use Zoning Categories

LAND USE CATEGORY	PERMITTED DENSITY (Dwelling Unit Per Acre)	PRESENT ZONING	%	ACRES IN CITY
Hillside	(0-2 du/ac)	PR1/5 (1 du/5 ac) PR1D (1 du/ac) PR2D (2 du/ac) HDOZ (Hillside Development Overlay Zone)	11	625
Low Density	(0-5 du/ac)	PR2D (2 du/ac) PR3D (3 du/ac) PR4.5D (4.5 du/ac) PR5D (5 du/ac)	36	2098
Medium Density	(0-10 du/ac)	PR6A (6 du/ac) PR7A (7 du/ac) PR 7.5A (7.5 du/ac) PR 8A (8du/ac) PR10A (10du/ac) MHP (Mobile Home Park Zone)	6	384
High Density	(0-15 du/ac)	PR15A (15 du/ac)	1	50
Commercial/ Business Park		CPD (Commercial-Professional Dev.) C-M (Commercial Maufacturing) NC (Neighborhood Commercial) A-P (Administrative-Professional)	9	509
Industrial		PID (Planned Industrial Dev.) Industrial (SP84 - 12)	2	131
Community Facility/Freeway		O (Official) Inst. (Institutional)	22	1251
Open Space		O (Official) A-1 (Limited Agriculture)	13	767
TOTAL ACRES			100	5815

Note: Specific Plan acreages are included in this table, see Table LU-3 for corresponding land use category.

Source: City of La Verne

Comparison of Specific Plans to General Plan Land Use Categories

PLAN NO.	GENERAL PLAN LAND USE CATEGORIES	SPECIFIC PLAN
81-2	Medium Density Residential (0-10 du/ac)	Walnut
81-4	Hillside Density Residential (0-2 du/ac) Medium Density Residential (0-10 du/ac)	Puddingstone
82-6	Low Density Residential (0-5 du/ac) Open Space Community Facilities	Live Oak
83-9	Low Density Residential (0-5 du/ac) Community Facilities Open Space	Sierra La Verne
84-12	Low Density Residential (0-5 du/ac) Commercial/Business Park Industrial Community Facilities	Industrial
86-16	Hillside (0-2 du/ac) Open Space	Rancho Esperanza
86-17	Low Density Residential (0-5 du/ac) Open Space Community Facility	La Verne Heights
86-18	Medium Density Residential (0-10 du/ac) High Density Residential (0-15 du/ac) Commercial/Business Park Community Facility	Foothill Boulevard
87-19	Hillside Residential (0-2 du/ac) Open Space	Marshall Canyon
89-21	Hillside Residential (0-2 du/ac) Open Space	Emerald Ridge II
91-26	Low Density Residential (0-5 du/ac) Commercial/Business Park Industrial Community Facility	Lordsburg
94-30	Medium Density Specified for Mixed Use	900 Bonita
96-32	Low Density Residential (0-5 du/ac) Community Facilities Open Space	Rancho La Verne

Land Use Policy Matrix

Land Use Issue Area	General Plan Element						
	Housing	Circulation	Cultural Resources	Public Safety	Noise	Open Space Conservation	Community Facilities
Regional Growth Pressure	x	x		x		x	
Land Adjacent to La Verne		x		x	x	x	x
Institutional Uses Outside City Control				x	x		x
Specific Plans			x				x
Outdated Zoning and Development Codes	x		x	x	x	x	x

SPOTLIGHT ON OUR ROADS



TRANSPORTATION

LA VERNE

Designing & maintaining a well-balanced & interconnected transportation system that supports La Verne's good community life & a robust local economy is the overall goal of our Transportation Chapter.

This chapter concerns our transportation system - what it is how it is used, and how it can be improved. Our system is made up of a network of streets, highways, parking lots and paths as well as rail lines, a freeway route and an airport. Its purpose is to move people and goods as efficiently, quickly, safely and pleasantly as possible through and within our city.

Our circulation pattern evolved from the city's origin as a boomtown along the Santa Fe Railroad line. As in most railroad towns, a grid street pattern developed alongside the railroad tracks. Our streets maintained this pattern as development radiated outward from the city core. Streets laid out since the 1960's generally abandon the grid pattern and form the less formal, curvilinear connector streets.

Vision

We aim to optimize our system so that:

- Traffic flows smoothly and safely.
- Residential neighborhoods are protected from adverse traffic impacts.
- People who walk, bicycle, and use public transportation can get where they want to go quickly, conveniently and safely in an attractive environment.
- Trucks, rail, and airplanes conveniently and efficiently serve the needs of La Verne's businesses, industries, institutions and residents.

Highlights

The **Issues, Goals & Policies** section of this **Transportation Chapter** will handle these topics from a circulation perspective.

1. **210 Freeway.** The most significant transportation issue facing La Verne is the coming of the 210 Freeway. Targeted for completion in 2002, the freeway will bring changes that we've not seen since the auto replaced the train earlier this century.

   Issues such as design, construction, and the resulting change in traffic patterns must be addressed now, as the freeway will soon dominate our circulation system.

Regional View

Since the 1989 general plan was adopted, La Verne's connections to the regional transportation network have been greatly enhanced.

210 Freeway: For commuters, the pending start of construction on the 30 Freeway from La Verne to San Bernardino marks the culmination of a process that began when the freeway first appeared on state highway plans in 1949.

When completed, the freeway will provide a second east-west link across the San Gabriel Valley, featuring high-occupancy vehicle lanes designed specifically for carpool and bus traffic.

Rail Authority: The creation of the Southern California Regional Rail Authority (SCRRA), and the consolidation of the former Rapid Transit District and Metro programs into the Metropolitan Transportation Authority (MTA) has further improved the lot for La Verne residents.

Baseline Road has been widened and straightened, increasing its usefulness as a temporary throughway while the freeway is being built. Temporary effects of freeway construction (roughly 1998 through 2002) will include disruption of our north-south traffic flow when major streets are blocked for bridge construction, and subsequent congestion on detour streets.

Permanent changes to local flow will occur where streets are permanently blocked: Chelsea, Bixby, Edminster and Williams. Fruit/White will experience a major increase because it is the location of an interchange, while Foothill and Baseline will see a major drop in number of vehicles per day.

2. **Traffic Flow.** Traffic congestion and interrupted traffic flow continue to plague La Verne's east-west streets during rush hour. The arterial monitoring stations identified by the county Congestion Management Program to serve as congestion indicators in the overall road system have registered unacceptable Levels of Service (i.e., delays) during evening peak hours (see **TABLE T-3**).

The City has taken the first steps to correct these problems by employing Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies to improve traffic flow and decrease the number of cars on the streets.

Since the time of the 1989 General Plan, the state passed Proposition 111 which mandated Congestion Management Programs (CMPs) in all congested areas of California. Los Angeles County subsequently adopted a Congestion Management Program that defines a road network: the Congestion Management Program Highway System.

The program aims to reduce congestion using a credit and debit system to mitigate increased traffic associated with new construction. It includes requirements for transit operators' input in environmental impact reports and a mandate to implement local transportation demand management/trip reduction ordinances. La Verne participates in all aspects of congestion management.

The **Background Report** identified the need for an updated citywide traffic study that was conducted as part of this effort and accompanies this plan as an appendix. The results were incorporated into the revision of the following traffic tables and maps:

- **Street Plan (MAP T-1)** contains an inset of our city design standards for streets, which are based on Caltrans guidelines and legal right-of-way definition.

Specific considerations are shown in the **Summary of Recommended Minimum Street Design Standards** of **TABLE T-1**, and the **Daily Traffic Capacities** of **TABLE T-2**. We also incorporated new, narrower street design standards to achieve environmental and design objectives. New standards were also created for hillside streets and arterial streets with medians.

- **Transportation Facilities Plan (MAP T-2)** identifies our transportation system facilities and planned improvements. It shows the location and development status of accessories to the system such as traffic signals and proposed freeway off-ramps. Class I, II, and III bicycle path/lane standards consistent with Caltrans guidelines are also included.

- **Directional Trip Distribution Map (MAP T-3)** illustrates the directional distribution of all motor vehicle trips that originate within La Verne. The map is the product of trip rates and land use areas as assigned to the city's circulation system. It reveals that an estimated 80% of all current trips occurring within La Verne had an origin or destination outside of the city.

- **TABLE T-5** contains trip generation rates of each type of land use in the City and applies them to our estimated land use acreage.

Trip generation rates can be affected by such variables as significant changes in transportation modes (mass transit) and facilities (freeways), technological advances in the workplace (computers), development patterns (mixed use), and the relocation of local and regional services.

Both the existing and projected land use acreage is described in detail in the **Land Use Chapter**. The most significant changes since 1989 result from hillside residential and business park development in the north and south parts of the city and is reflected in the existing land use column of **TABLE T-5**.

Trip generation estimate changes from 1989 to 1997 are minimal, due to the limited development that has taken place since 1989. Because of this, and the assumed trip balance between residential (outgoing and internal) and commercial (incoming) development, the directional distributions represented in **MAP T-3** are a valid representation.

Commuter Rail Lines: Commuters can now take one of several daily trains on the former Southern Pacific Railway line to Union Station in Los Angeles from points as far east as San Bernardino and Riverside. Stops in Claremont and at the La Verne-Pomona boundary now serve thousands of commuters each day.

Future Construction: A second route, utilizing the right of way of the Santa Fe Railroad, has been acquired by the transit agency for development into a second commuter rail line 20 or more years from now.

Foothill Transit: Privatization of bus lines formerly operated by the Rapid Transit District has proven effective, garnering state and national recognition for quality maintenance and operations. Bus service in La Verne is better today than in 1989.

Alternative Transportation: La Verne is working in cooperation with Claremont, San Dimas, Pomona and the Metropolitan Transportation Authority on its first regional bikeway project, which will ultimately connect employment and education centers near the county line with the San Gabriel River bikeway system.





Threats to Effective Regional Transportation

Even with these changes, much more needs to be done. For example:

- Funding battles over freeway retrofits have threatened to dislodge the carefully constructed funding that would assure speedy completion of the 210 Freeway and Southland rail projects.

- The construction of the Alameda Corridor, a massive investment in rail facilities needed to transport cargo from the Ports of Los Angeles and Long Beach to inland destinations, threatens to wreak havoc on the regional street suystem unless signficiant funding is poured into environmental mitigations such as grade separations and gate crossings.

- **Traffic Volume Map (MAP T-4)** illustrates current traffic volumes, while **MAP T-5** shows volume estimates for the general plan land use at build-out. Both illustrate the planned development that has occurred since 1989 and **MAP T-5** assumes freeway completion and projected development. They are based upon the **Summary of Recommended Minimum Street Design Standards** of **TABLE T-1** and the **Daily Traffic Capacities** of **TABLE T-2**.

  Both tables were formulated using the lowest acceptable level of service shown on **TABLE T-3** to present a "worst case" scenario. All three tables provide current information and recommendations.

3. **Neighborhood Streets.** The adverse effects of traffic on residential neighborhoods must be mitigated to maintain a good quality of life in La Verne's neighborhoods. Speed is a problem on some streets, while others suffer from excessive volume. Noise from traffic is an additional intrusion.

   Traffic calming was introduced as a means to reduce increased speeds along some of our streets where development has occurred since 1989. The issue was presented before the Planning Commission during a series of public focus sessions held to provide a forum for community input. In addition, "traffic calming devices" such as installation of medians and bulbed corners are being investigated as ways to reduce hazardous speeds in areas targeted for traffic calming on **MAP T-2**.

4. **Parking.** The **Parking Plan (MAP T-6)** identifies our parking-sensitive areas and municipal parking lots. The municipal lots are located adjacent to, or within, three of the seven sensitive areas noted. These municipal lots continue to be maintained as free public parking by the city.

   The sensitive parking areas identified by the plan consist of the following:

   - ORANGEWOOD NEIGHBORHOOD: The street adjacent to the county's Marshall Canyon trail in the hills is impacted with the cars of hikers and bicyclists. Consequently, posted "No Parking" and residential parking permits have been imposed.

   - FOOTHILL CORRIDOR: Parking problems range from excessive numbers of parking spaces in some commercial centers and inadequate numbers of spaces in others. *Foothill Boulevard Specific Plan* provisions for shared parking standards for reciprocal uses, such as

daytime and nighttime, and complementary uses that share clientele, prevented overly large parking lots from being developed in recent years.

However, the problem of parking deficiencies has not been resolved. Continuing changes in retail development trends support the need to monitor the parking areas along this commercial corridor and modify standards accordingly.

- Bonita High School: The adjacent neighborhood is posted for 1 hour parking during school hours with residential permits allowing longer parking periods, thereby forcing students to park in the student lot or leave their cars at home.

- Damien High School: Football games and other sporting events and special activities create a high demand for parking around this historic campus.

- Downtown: Parking problems particular to this historic area stem from the limited availability of land resulting from the existence of historic structures that cover small lots and boundary limitations.

Since 1989, the *Oldtown Specific Plan* has been revised and enlarged as the *Lordsburg Specific Plan*. It provides strategies for handling the parking problem, most notably the payment of in-lieu fees to allow new business development where sufficient off-street parking is not available.

The city is currently experiencing a downtown revival, with renewed public interest and increased development. Fluctuating demands for parking due to this trend support the need to monitor parking areas within this commercial district.

- University of La Verne: Adjacent to the downtown commercial district, the university contributes to parking problems in our downtown neighborhood.

A cooperative effort between the university and the city provides the maintenance for a third municipal lot in Neighborhood 6, as well as one of the lots downtown. These lots contribute to the predominance of perimeter parking provided by the university, which fails to adequately serve the central campus.

The adoption of federal laws such as the Intermodal Surface Transportation Efficiency Act (ISTEA) promise needed funding for transportation and mitigation programs to protect La Verne's quality of life after these facilities are developed.

Regional transportation planning remains a badly fragmented affair which creates unnecessary competition and conflict, jeopardizes critical federal funds, and fails to satisfy its constituents by incorporating their voices in the planning process.

Caltrans' policies in developing regional transportation measures have not historically reflected broad community consensus and input, but rather have typically required pitched battles between community interests and the state to secure local goals.

Insufficient attention is paid by regional and state agencies to the quality of life impacts of proposed transportation initiatives.





Even the advances made in the regional comprehensive plan mean little to average people. The bureaucratic, stilted language of the mobility element provides little for citizens to rally around. A new paradigm for these plans should be developed that better reflects the real world concerns of those ultimate consumers who will use transportation facilities.

La Verne's experiences with some transportation agencies have been decidedly mixed: some have resulted in exciting new ventures, while others have required unnecessarily long and difficult negotiations to secure basic community interests.

Due to poorly integrated parking areas, the campus suffers from internal congestion while lots often lie barren along its outer edge.

- FAIRPLEX: The need for parking along the perimeter of the Los Angeles County Fairgrounds fluctuates throughout the year. Parking overflow onto city streets and private property is occurring more often, due to more and/or larger events held at the fairgrounds, and higher parking fees.

  The city has developed a temporary permit system for adjacent neighborhoods. This situation has led to spontaneous creation of private parking lots by local entrepreneurs during events such as the Winternationals. Fairplex has a master plan of development approved by the City of Pomona. La Verne may, and does, request consideration for issues such as parking impacts, with limited results.

  This area continues to be classified as parking-sensitive.

- LA VERNE BUSINESS PARK: Development has resulted in internal parking problems. The intensification of uses after site development and limited on-street parking have led to complaints of insufficient parking areas.

  Sites have developed for warehouse use (which requires less parking than office or industrial) and then sold or leased for a more intense use. The result is that parking becomes a problem and cars are parked along the streets and in other lots. The business park is not yet fully developed, and current indications suggest that it should be considered for designation as a parking sensitive area.

5. **Safety.** The safety of drivers, pedestrians, and bicyclists that use La Verne's streets is a priority. A second safety issue is assuring that the circulation system allows quick access to all parts of the city by police, fire and other emergency vehicles.

6. **Public Transportation.** To those without a car, or who are unable to drive or who choose not to drive, public transportation is a lifeline. After decades of neglect, the greater Los Angeles area has begun to invest in public transportation. The result: La Verne now has an improved bus system and access to a convenient commuter rail line. However, we've got a way to go before our system serves all in need.

The three public transportation agencies that serve our community are:

- Pomona Valley Transit Authority (PVTA) - a paratransit agency serving our senior citizens and the disabled. PVTA provides a subsidized on-call program and coordinates subsidized commuter vans to employment destinations. It is supplemented by county access services for the disabled.

- Foothill Transit – with local bus routes that service Foothill Boulevard and Bonita Avenue and connect to regional routes.

- Los Angeles County Metropolitan Transportation Authority (MTA) - the sub-regional transportation agency that approves funding and coordinates plans. MTA acts as a recommending body to the California Transportation Commission which approves federal and state transportation dollars. MTA oversees the Metrolink commuter train service that is operated by the Southern California Regional Rail Authority.

Public transportation is increasingly becoming more important on a local, as well as regional level. It is also becoming more accessible. Foothill Transit busses and local shuttles circulate through the city, but fail to connect directly to the Metrolink station in neighboring Pomona. The Metrolink commuter rail line crosses Neighborhood 8 in south La Verne along the Santa Fe Railroad right of way.

In addition to the railroads' potential use for public transit, the railroad lines continue to have economic use for freight delivery service. This potential will be developed in the coming years. Furthermore, the rights-of-way are wide enough to share with other modes, and a regional bikeway is being developed along the tracks.

7. **Pedestrians, Bicyclists & Equestrians.** We continue to work to develop circulation systems for convenient, attractive, safe, interconnected, and enticing paths and trails for pedestrians and bicyclists throughout our city. Appropriate equestrian trails connected to county trains should continue to be a City priority.

8. **Aesthetics.** Streets and highways should be beautiful as well as efficient. Few features affect quality of life more than trees and other landscaping along parkways and in medians. It is also important to preserve views of mountains and attractive urban landscapes.



La Verne's Role in Regional Transportation Planning

As part of its first ever Regional Comprehensive Plan, the Southern California Association of Governments developed a Mobility Element to address regional concerns.

Through its strategic plan, the San Gabriel Valley Council of Governments adopted specific policies to reflect the valley's needs.

This, the regional component of our own Transportation Chapter, incorporates the relevant policies of the SCAG and San Gabriel Valley strategic plans, while drawing distinctions necessary to secure La Verne's long term transportation needs.

The sidebar on the facing page highlights key policies, paraphrased.

9. **Economic Vitality: Truck Routes, Rail & the Airport.** Balancing the need to protect neighborhoods while promoting economic vitality is an important challenge.

10. **Improvements, Maintenance & Money.** The City must stretch insufficient public dollars as far as possible to assure that necessary transportation and circulation improvements are made, and city streets and facilities are well maintained.

Issues, Goals & Policies

The following goals and policies are developed to address current transportation issues in the city.

ISSUE: 1 210 Freeway

The 210 Freeway could visually divide the City and spill noise and glare into local neighborhoods and streets if not below grade and well designed. Freeway construction will be noisy, dirty and disruptive to local traffic and residents. The completed freeway will change traffic patterns, increasing traffic on north-south through streets and decreasing east-west traffic.

GOAL: 1 A FULLY DEPRESSED FREEWAY OF AESTHETICALLY PLEASING DESIGN COMPLETED IN AN ENVIRONMENTALLY SENSITIVE MANNER BY THE TARGET DATE OF 2002.

POLICIES: *We shall:*

1.1 **Protect our interests in freeway design.**

IMPLEMENTATION MEASURES:

a. Participate in all freeway discussions.

b. Insist on the currently agreed upon depressed profile freeway design.

c. Ensure that mitigation measures and freeway agreement terms are carried out.

d. Review all freeway design elements for consistency with agreed upon designs and city standards.

e. Insist that our two interchanges have safe and appropriate aesthetic treatment,, landscaping, signage, traffic signals, and noise barriers.

f. Insist that north-south interchange approaches are improved in ways that protect and enhance our city.

g. Secure funding for public art, enhanced landscaping and long-term landscape maintenance.

h. Require a freeway view of appealing and consistent landscape and hardscape design features, such as:

- Regionally appropriate landscape;
- Public art;
- Multi-textured hardscape features;
- Split face, masonry block sound walls with fluted cap and river-rock accented retaining walls.

i. Insist upon attractive views of the freeway from our streets and local neighborhoods, through means such as:

- Local signature landscaping;
- Landscape screening of walls with fast-growing plants;
- Landscape berms;
- Public art at interchanges;
- Decorative sound walls;
- Landscaped bridge medians.

j. Beautify streets and medians near the freeway.

k. Work actively with cities within the region to assure an aesthetically pleasing design and landscape treatment along the entire corridor.

l. Insist upon immediate eradication of graffiti from sound walls.

m. Require vine pockets every 10 feet along the freeway sound walls to screen their appearance and protect the property values of adjoining properties.

1.2 **Minimize disruption to our streets and neighborhoods during freeway construction.**

IMPLEMENTATION MEASURES:

a. Require the mitigation of negative effects during the construction period.

b. Monitor the purchase and demolition of right-of-way properties to avoid vandalism and neighborhood crime.

c. Earn the continued support of our local, state and federal representatives by keeping them informed of freeway issues during the acquisition and construction period.

1.3 **Manage traffic changes caused by the freeway.**

IMPLEMENTATION MEASURES:

a. Introduce medians and other traffic calming devices to safely manage north-south traffic increase.

b. Require pedestrian freeway overpasses be constructed to lessen the loss of neighborhood north-south streets.

The Southern California Association of Governments San Gabriel Valley Subregional Plan
MOBILITY ELEMENT

OVERALL GOAL:
To enhance subregional and interregional mobility, by:

- providing adequate transportation through a balanced, multi-modal transportation system (i.e., a system that allows many choices to the user)
- providing for the safe and efficient movement of people, goods and services,
- meeting air quality goals
- reducing energy consumption
- fostering subregional economic development
- promoting land use and development patterns which reflect transportation needs.



Regional Goals and Policies Supported by La Verne

To implement the plan's overriding goal, the Association of Governments has adopted a range of policies. Those key policies supported by the City in our own comprehensive general plan include the following, which have been recast in plainer language. In some cases the goal has been adapted to reference a particular La Verne issue or concern.

GOAL: To promote regional cooperation and unity, to expedite needed projects. To ensure that the subregion receives its fair share of federal, state and local funding for mobility programs.

KEY POLICIES

- ☑ Advocate subregional transportation planning in the Valley.
- ☑ Encourage cooperation and consensus-building among local and subregional governments to assure coordination in both the short and long term.

c. Support High Occupancy Vehicle (HOV) lanes to reduce our east-west traffic and relieve future freeway congestion which studies predict may slow to 18-20 M.P.H. by the year 2010.

ISSUE: 2 Traffic Flow

Traffic congestion and interrupted traffic flow continue to plague our streets. More traffic from commuting employees will be generated in South La Verne as the Industrial Specific Plan area is fully developed. Our main commercial corridor operates with many delays because Foothill Boulevard's many access points act to lower the effective capacity of the roadway.

On a regional level, the Congestion Management Program and Air Quality Management Plans sometimes conflict with one another, although they overlap in many respects.

GOAL: 2 IMPROVE OUR TRAFFIC FLOW.

POLICIES: *We shall:*

2.1 Increase our transportation system's capacity.

IMPLEMENTATION MEASURES:

a. Improve arterial traffic flow and minimize delays at intersections with transportation system management strategies, such as lane restriping.

b. Continue to identify locations for new traffic signals.

c. Establish the routes shown in MAP T-1 as the City circulation plan.

d. Maintain the established standards shown in TABLE T-1 and MAP T-1 as the standards for development of all streets in the city where appropriate.

e. Implement circulation requirements of adopted specific plans.

f. Improve arterial traffic flow and minimize delays at intersections through transportation system management strategies.

g. Develop right-of-way acquisition/dedication requirements to address key intersection congestion problems by providing separate right turn lanes, dual left turn lanes, driveway controls, medians and other measures.

2.2 Decrease our transportation demand.

IMPLEMENTATION MEASURES:

a. Limit project development such that expected traffic increase falls within the city's designated traffic levels.

b. Require traffic analysis of Wheeler Avenue and Esperanza Drive as part of any annexation study of areas adjacent to North La Verne.

c. Not permit Live Oak Canyon Road to be tied into Esperanza Drive.

2.3 **Alleviate expected traffic from a developing South La Verne.**

IMPLEMENTATION MEASURES:

a. Reduce the length of trips by recruiting industrial and commercial projects that will make a positive contribution to the jobs-housing balance.

b. Reduce number of trips by requiring the provision of convenient eating and recreational facilities on site for businesses employing more than 100 people.

2.4 **Maximize Foothill Boulevard's capacity.**

IMPLEMENTATION MEASURES:

a. Improve access to our commercial centers by requiring adherence to these provisions of the *Foothill Boulevard Specific Plan*.

1. Install improvements such as:
   - Deceleration lanes;
   - Bus turnouts;
   - Inter-parcel circulation;
   - Improved parking lot design;
   - Elimination of unnecessary driveways.

2. Construct public right-of-way improvements including:
   - Intersection modification;
   - Left turn lanes;
   - New traffic signals;
   - Median modification.

b. Encourage shared access agreements and easements, as provided for in the *Foothill Boulevard Specific Plan*.

c. Design Foothill to follow the lane configurations for major arterials as shown in MAP T-1. The street standards shall be amended to require that all driveways along Foothill be constructed with 35 to 40 foot widths.

2.5 **Relieve congestion and improve air quality throughout our valley.**

IMPLEMENTATION MEASURES:

a. Implement regional plans in a way that supports a balanced local transportation system.

- ☑ Promote a united and solid front at the local level.
- ☑ Create and fund an organization to carry out subregional transportation projects.

  (Note: this goal was accomplished with the creation of the San Gabriel Valley Council of Governments).
- ☑ Resolve inter-jurisdictional conflicts at the subregional level.

  (The La Verne general plan calls for greater coordination with La Verne concerning the development of regional facilities such as Brackett Airport and Fairplex.)
- ☑ Support better mechanisms to review and prioritize subregional transportation projects which compete for the same resources.



GOAL: To help develop integrated transportation systems that enhance mobility while preserving each community's identity and quality of life.

KEY POLICIES

- ☑ Support the completion of gaps in the freeway system, with proper consideration for local issues and impacts.
- ☑ Maximize local access to the regional transportation system.
- ☑ Review transportation mitigation projects by state and federal agencies to minimize impacts on local communities, for example, minimize the visual impacts of sound walls.
- ☑ Maximize the efficiency of the existing circulation system through the use of transportation systems management (TSM) strategies.

b. Improve air quality by supporting the timely completion of the 210 Freeway, which will alleviate the delays of stop-and-go traffic.

c. Relieve local and regional congestion by implementing the regional Congestion Management Program (CMP) strategies through both Transportation Demand Management (TDM) and Transportation Systems Management (TSM).

d. Encourage strong public and private sector cooperation in the development of mass and alternative transit opportunities, including:

- Multi-modal transit facilities;
- Van and car-pooling;
- Cooperative transit planning between local and regional agencies.

e. Decrease the number of cars on the road by encouraging the practice of TDM strategies such as:

- Transit/carpool information kiosks;
- Car/vanpool preferential parking;
- Ride-share programs;
- Car/van pooling;
- Use of busses, commuter rail, bicycles and feet;
- Subsidized bus passes;
- Vanpool and commuter rail passes, bicycle parking racks;
- Bicycle paths and lanes;
- Showers at work; staggered delivery hours;
- Flex-time, work-at-home, staggered work hours, telecommuting options;
- Increased density of residential districts near commuter rail depots;
- Integration of childcare and employment centers.

f. Develop and implement transportation system management plans to increase capacity, which include improvements such as:

- Road widening;
- Signal synchronization;
- Restriping to create new lanes;
- Bus shelters and turnouts;
- Deceleration lanes;
- Median, intersection and signal improvements.

ISSUE: 3 Neighborhood Protection

Adverse traffic effects such as excessive noise, volume, speed and congestion can damage the quality of life in our residential neighborhoods.

GOAL: 3 PROTECT OUR NEIGHBORHOODS FROM TRAFFIC DANGERS.

POLICIES: *We shall:*

3.1 Increase traffic safety.

IMPLEMENTATION MEASURES:

a. Develop alternative street standards and "traffic calming" strategies to help achieve environmental and design objectives.

b. Employ traffic calming strategies on selected streets as identified on Map T-2 to slow traffic through residential neighborhoods. They include:

1. Visual narrowing through:
   - Parkway trees;
   - Striped, angled, patterned parking lanes;
   - Striped bicycle lanes; and
   - Streetfront buildings.

2. Physical narrowing through:
   - Landscaped medians;
   - Widened sidewalks;
   - Bulbed intersections.
   - Road barriers and traffic circles.
   - Speed bumps or undulations.

c. Discourage "rat runs", where drivers use local side streets as short cuts to arterials.

d. Study traffic impacts of new development in North La Verne on Wheeler and Esperanza prior to considering any annexation of the sphere of influence areas, and employ traffic calming devices where appropriate.

3.2 Decrease traffic noise, volumes, speed, and congestion.

IMPLEMENTATION MEASURES:

a. Actively support the timely completion of the 210 Freeway, targeted for 2002, which will offer considerable relief to east-west arterial streets.

b. Prohibit inappropriate types of traffic, such as construction vehicles.

c. Monitor heavily used neighborhood intersections for signalization or timing changes.

d. Ensure that development densities will be limited and not cause increased traffic volumes in North La Verne.

e. Maintain traffic noise at acceptable levels through mitigations such as well-located walls, berms, and combinations.

(TSM strategies seek to move people not by building new roads or facilities, but by more effectively using those that exist.)

ACTIONS:

☑ Continue Valley-wide cooperation to synchronize traffic signals, including Arrow Highway.

☑ Identify, evaluate, prioritize and support, through multi-jurisdictional cooperation in the Valley, the most effective subregional projects such as:

- "Smart Street" Corridors on Route 60, 10 and 210.
- Baseline Road improvements including realignment and widening from Foothill Boulevard to the San Bernardino County line.





GOAL: Reduce the overall demand on the transportation system by reducing trips, vehicle miles of travel, and dependence on private automobile and by maximizing vehicle occupancy, transit usage, and other tools.

KEY POLICIES:

- ☑ Reduce the level of vehicle trips and vehicle miles of travel in general and single occupant trips in particular.
- ☑ Reduce travel demand through market incentives and disincentives.

  (The City has adopted both a transportation demand management ordinance and new parking codes that reduce unnecessary parking.)
- ☑ Support the development of a public transportation system that provides mobility to all San Gabriel Valley residents and encourages the use of public transportation as a viable and attractive alternative to the use of private automobile.

f. Strive for improved street aesthetics.

g. Install mandatory right turn lanes where appropriate to discourage passing on the right.

ISSUE: 4 Parking

Parts of the city suffer from insufficient off-street parking, especially the older areas, while too much parking space in the wrong places leave large areas of underutilized, unattractive asphalt.

GOAL: 4 IMPROVE OUR OFF-STREET PARKING AREAS.

POLICIES: *We shall:*

4.1 Provide adequate, attractive and safe parking areas for our businesses.

IMPLEMENTATION MEASURES:

a. Upgrade our existing lots to current parking lot design standards, which include abundant landscape, sufficient lighting, and user convenience.

b. Discourage the use of large areas of non-permeable surfaces.

c. Require adequate, but not excessive parking in all new developments.

d. Discourage the construction of parking lots designed with more spaces than required for the maximum use.

e. Promote city development of shared or cooperative parking facilities.

f. Encourage use of reciprocal access agreements and interconnecting off-street parking and circulation between adjacent commercial centers.

g. Provide for flexibility in meeting parking requirements through joint use and shared parking standards of specific plans and the municipal code.

h. Require priority loading and parking areas for buses, carpools, van pools etc., at all new, non-residential developments of 50,000 square feet or more.

4.2 Relieve parking-impacted neighborhoods.

IMPLEMENTATION MEASURES:

a. Reduce parking problems by:

- Enforcing time limits; and
- Requiring neighborhood parking permits where needed.

b. Maintain and enforce city overnight and preferential parking ordinances.

c. Negotiate for advance notice of major events and cooperation with Fairplex, Bonelli Park and the City of Pomona during all major events sponsored in those areas.

d. Encourage local and regional park and ride facilities.

e. Require adequate on-site parking at all public and private schools to prevent pressure on the surrounding residential and commercial neighborhoods.

f. Require new development to provide adequate off-street parking and not rely on on-street parking for successful operation.

4-3 Improve our downtown parking.

IMPLEMENTATION MEASURES:

a. Accept payment of in-lieu fees where sufficient on-site parking is not possible in order to allow new business development.

b. Redevelop existing municipal lots to be more efficient and attractive.

c. Share parking through complementary or joint uses.

d. Direct all-day parking to the fringe lots of the business district.

e. Reduce parking requirements in several land use categories.

f. Explore the use of in-lieu fees to fund parking structures and/or new parking lots. Consider leasing privately owned land for municipal parking in the interim.

g. Continue to use La Verne redevelopment agency powers and funding to increase parking in Oldtown, such as the improvements to Parking Lot 3 on Third Street.

h. Follow additional *Lordsburg Specific Plan* strategies for handling the downtown parking problem.

ISSUE: 5 Safety

The safety of drivers, pedestrians, and bicyclists who use our streets is always a priority in the design of circulation and transportation systems and facilities, as is quick access to all parts of the city by police, fire, ambulances and other emergency vehicles.

- ☑ Encourage the use of various techniques to induce changes in travel behavior to reduce the number of all automobile trips and increase vehicle occupancy.
- ☑ Emphasize funding and expansion of bus transit services for subregional and regional service.
- ☑ Enhance the image and promote public transportation as convenient, clean, safe and efficient means of transportation.

  (La Verne's commitment includes the transportation plaza downtown, which provides information on rapid transit options, and promotes the role of transportation through a combination of history and public art exhibits.)
- ☑ Coordinate local public transit services between adjacent jurisdictions.

  (La Verne is a member of the Pomona Valley Transit Authority, which provides coordinated transportation services to the four local cities it serves.)



- ☑ Encourage the use of bicycles for transportation and support a sub-regional bikeway system.

  (La Verne, with San Dimas Claremont and Pomona, is programming a regional bikeway following Arrow Highway in La Verne).

- ☑ Evaluate parking supply and pricing measures as transportation demand management strategies where appropriate.

  (The City's 1997 parking ordinance substantially revises the City's parking philosophy.)

- ☑ Evaluate ridesharing, telecommuting, satellite work centers and alternative work schedules as effective transportation demand management measures in the San Gabriel Valley where appropriate.

- ☑ Evaluate transportation related fiscal incentives to implement land use policies which enhance mobility.

GOAL: 5 DEVELOP A SAFE TRANSPORTATION & CIRCULATION SYSTEM.

POLICIES: *We shall:*

5.1 Provide optimal street use and access.

IMPLEMENTATION MEASURES:

a. Study the distribution of traffic accidents to identify concentrations and use this information to help set priorities for improvements.

b. Require inter-parcel circulation between properties adjacent to major arterial streets.

c. Prohibit parking on streets where the driving lane width would total less than 20 feet.

d. Work toward the following safety-related improvements: adequate street widths; sidewalks; stop signs and stoplights at appropriate locations; traffic calming devices for slower speeds.

e. Require driveway access to property to be located on side streets or alleys rather than directly on arterials or secondary arterials where possible and 150 feet when possible from an intersection.

f. Require deceleration lanes where such access cannot be provided.

g. Install signals capable of remote controlling to aid in emergencies.

ISSUE: 6 Public Transit, Commuter Rail & Paratransit

La Verne must continue to assist our residents and people who work or go to school in the city to use available public transportation. As a suburban community, our neighborhoods do not house the numbers necessary to warrant a wider network of bus routes and more frequent service.

Insofar as our system has gaps and insufficiencies, the city should help improve and enhance it. Gaps in the system include the following:

- *No north-south bus service.*
- *No bus service north of Foothill or south of Bonita Avenue.*
- *No direct public transit service to the closest Metrolink depot.*
- *Insufficient access to employment centers beyond downtown Los Angeles.*

GOAL: 6 CONTRIBUTE TOWARD A COMPREHENSIVE PUBLIC TRANSPORTATION SYSTEM.

POLICIES: *We shall:*

6.1 Expand and improve linkage to our regional network.

IMPLEMENTATION MEASURES:

a. Use transportation funds ("Prop A" and "Prop C") to provide subsidies for vanpools and Metrolink passes and fund a Transit Store at City Hall that provides transit routing information.

b. Assist with an experimental shuttle bus between the University of La Verne and the Metrolink station with stops in the community.

c. Review projected development and redevelopment of land and policies with bus agencies to determine whether alterations to service will be required.

d. Encourage Metrolink commuter rail system expansion.

e. Encourage the development of additional commuter rail systems through the San Gabriel Valley along available rights of way.

f. Increase access to regional employment centers by connecting to the network.

g. Encourage making existing transit stations into multi-modal centers that serve Brackett Field, Fairplex, and our downtown and industrial areas.

h. Support increased funding from federal, state, regional and county agencies to improve public transportation.

i. Encourage coordination among the transportation agencies serving our city:

- Pomona Valley Transit Authority;
- Foothill Transit;
- Los Angeles County Metropolitan Transportation Authority.

6.2 Improve our local public transportation service.

IMPLEMENTATION MEASURES:

a. Provide service to neglected areas of the City.

b. Expand funding for transportation to provide more opportunities for residents who cannot or choose not to drive.

c. Evaluate the relationship of bus routes to our major concentrations of elderly and handicapped population (mobile home parks, Hillcrest Homes, etc.) to determine whether service can be improved.

d. Construct bus shelters on permanent transit routes and bus turnout lanes, as needed.

(The City's redevelopment plan provides for financial assistance in the construction of significant transportation improvements.)

ACTIONS:

☑ Support the implementation of multi-county High Occupancy Vehicle projects on the 210 Freeway.

☑ Identify, evaluate, prioritize and support, through multi-jurisdictional cooperation in the Valley, the most effective subregional transit and High Occupancy Vehicle projects such as:

Development of additional Metrolink Stations on the San Bernardino Line.



La Verne Goals Not Reflected in Regional Plans

GOAL: Work with state legislators to define more effective, community based decision-making for development, design and implementation of regional transportation projects administered by the California Department of Transportation (Caltrans).

ACTIONS:

- ☑ Support state legislation requiring citizen based planning to resolve impacts on commmunities at the same time that transportation projects are planned.
- ☑ Support legislation requiring Caltrans to adhere to the requirements of AB 3180 through the development of mitigation monitoring programs which ensure that local quality of life is not jeopardized.

e. Locate bus benches and shelters on the far side of intersections to enable vehicles to turn right without waiting behind a bus at a bus stop.

f. Encourage public transportation access from La Verne to the Metrolink station in Pomona at frequent intervals during commuter hours.

g. Push beyond municipal code requirements for carpool preferential parking, shuttles, vanpools and provision of bus stops and related facilities in all major new commercial and industrial developments and for residential and institutional developments along major arterials.

6.3 Increase community ridership.

IMPLEMENTATION MEASURES:

a. Continue to subsidize Metrolink passes and PVTA services.

b. Continue to provide institutional vanpool assistance (University of La Verne and Hillcrest Homes).

c. Encourage the enhancement of the existing transit stations in Pomona and Covina that serve La Verne citizens.

d. Increase public awareness of Metrolink with widely distributed maps showing linkages to downtown, Foothill Boulevard, the industrial district, etc.

e. Require transit information in all major new commercial and industrial developments and for residential and institutional developments along major arterials.

ISSUE: 7 Pedestrians, Bicyclists & Equestrians.

Our secondary circulation system does not yet have a fully developed network of convenient, attractive, safe, interconnected, and enticing paths and trails for pedestrians and bicyclists throughout the city. We should also have our equestrian trails interconnected and joined to county trails.

GOAL: 7 CREATE A COMPREHENSIVE NETWORK OF PEDESTRIAN, EQUESTRIAN & BICYCLE PATHS.

POLICY: *We shall:*

7.1 Improve and connect our paths and trails.

IMPLEMENTATION MEASURES:

a. Require new development to provide pedestrian paseos and bicycle lanes.

b. Require new development adjacent to a bicycle route to tie into the system.

c. Develop a complete bicycle trail system throughout the city, including a regional Class I Bicycle Trail along the railroad tracks owned by the Los Angeles County Metropolitan Transportation Authority, connecting Claremont, Pomona, La Verne and San Dimas.

d. Require pedestrian and bicycle facilities to conform to policies in the **Resource Management Chapter**.

e. Encourage the development of pedestrian and bicycle facilities by considering a reduction in required parking spaces for the planned development of complete pedestrian and bicycle facilities where appropriate.

f. Make transportation funding available to assist businesses in development of bicycle, pedestrian, transit and carpool programs.

g. Require new development to tie in to adjacent equestrian trails.

h. Require enriched paving such as scored concrete and brick at pedestrian crossings at intersections along major and secondary arterial streets.

i. Tie our trails and paths into the regional network.

ISSUE: 8 Aesthetics

Streets and highways should be beautiful as well as efficient. Few features affect quality of life more than trees and other landscaping along parkways and in medians. It is also important to preserve views of mountains and attractive urban landscapes.

GOAL: 8 BEAUTIFY OUR ROADWAYS.

POLICY: *We shall:*

8.1 Provide roadway view enhancements.

IMPLEMENTATION MEASURES:

a. Make "view from the road" a routine part of design review.

b. Post our scenic corridors and designate on local maps.

c. Fully improve all scenic corridors as recommended in the **Resource Management Chapter**.

d. Include provisions in the capital improvements program for improving scenic highways to conform to the **Community Design** and **Resource Management Chapters**.

e. Require new development along a scenic corridor to provide scenic corridor monument signs at the corridor's entrance. (See **MAP RM-5** for the location of scenic corridors).

- ☑ Support legislation providing greater flexibility to communities in determining the design of freeway improvements, incorporating higher degrees of landsacape maintenance and enhancement than can currently be secured.
- ☑ Support legislation providing cities a greater voice in the development of freeway agreements that more fully preserve local quality of life during and after construction.



f. Improve the appearance of railroad track corridors through project conditions and unique funding sources.

g. Require contributions from developers adjoining railroad rights of way to pay for improved signals, upgraded railroad crossings, and related crossing improvements.

h. Purchase or lease peripheral railroad land for landscaped belts, sound walls, bicycle paths, and other related facilities, and join with surrounding communities in the pursuit of developing unified designs.

i. Provide opportunities for public art.

j. Seek funding for enhanced landscaping and public art.

ISSUE: 9 **Truck Routes, Rail, Airport & Economic Vitality.**

Balancing the need to protect neighborhoods while promoting economic vitality is an important challenge. We need to be sure that our transportation system supports our economic goals.

GOAL: 9 **Integrate major transportation facilities into our community.**

POLICY: *We shall:*

9.1 **Balance transportation service with economic interests and neighborhood needs.**

IMPLEMENTATION MEASURES:

a. Locate business and industry adjacent to transportation facilities that best serve them.

b. Encourage the development of research and development, light manufacturing, and commercial uses that can be supplied through the local labor market.

c. Encourage development of mixed-use projects and higher-density infill projects to contribute to a better balance between job and housing opportunities in La Verne.

d. Require inter-parcel circulation between properties adjacent to arterial streets.

e. Ensure that streets heavily used by trucks are on an appropriate maintenance schedule.

f. Require adequate and screened loading areas away from residences.

g. Target businesses for the city's business park that will take advantage of access to Brackett Airport.

h. Integrate Brackett Airport into local and regional transportation plans.

i. Support the Airport Land Use Commission's Comprehensive Land Use Plan for Brackett Field Airport, which includes policies that:

- Restrict incompatible development in their vicinity.
- Protect designated open space in high-risk zones.
- Restrict structure height in the vicinity of the airport.
- Recommend buyer-awareness programs for surrounding properties.
- Require sound insulation measures for adjacent development.

ISSUE: 10 Improvements, Maintenance & Money.

La Verne must stretch scarce public dollars as far as possible to maintain our streets and make necessary transportation improvements. Not all parts of the circulation system are fully and appropriately developed with needed improvements.

As growth continues in our city and throughout the region, local traffic volumes will increase even after the freeway is completed. Improvements such as increased bike lanes and traffic calming are needed to meet our residential neighborhood protection goals.

GOAL: 10 IMPROVE & MAINTAIN OUR CIRCULATION SYSTEM.

POLICIES: *We shall:*

10.1 Provide necessary maintenance and planned improvements.

IMPLEMENTATION MEASURES:

a. Require that all roadway and transit improvements conform to adopted transportation plans.

b. Provide new transportation system management (TSM) improvements such as restriping, widening, and additional traffic signals.

c. Accept Baseline Road and Foothill Boulevard from the state only when all improvements to each have been made and they meet city criteria. These improvements include landscaped medians on Baseline Road.

d. Identify key intersections where congestion is likely to occur as a result of the increase in traffic volumes.

e. Study methods to assure free flowing traffic at appropriately moderate speeds on



White Avenue, which will experience a heavy increase in traffic volumes as a result of the completion of the 210 Freeway.

f. Develop each aspect of the circulation system appropriately. Factors to be considered include but are not limited to:

- Road pavement width
- Roadway surfaces
- Bike lanes
- Bike paths
- Sidewalks
- Parkways
- Landscaped medians
- Stop signs
- Stop lights
- Grade separations
- Rubberized railroad crossings
- Pedestrian crossings
- Speed bumps
- Landscaping
- Barriers

10.2 Seek innovative funding.

IMPLEMENTATION MEASURES:

a. Require new and expanded development and expansions of existing development to pay the full cost of circulation improvements needed to serve them.

b. Assess new developments and expansions of existing development for a portion of improvements from which they benefit.

c. Establish impact fee studies to serve as a basis for a rational nexus between fees and facilities.

d. Continue the practice of full improvement assessment districts to fund necessary improvements associated with development.

e. Place needed improvements in priority order and include them in the capital improvement program.

f. Apply for discretionary grants for transportation system improvements and support.

g. Study the current amalgamation of fees, deposits and exactions used to fund these facilities, the impact on economic development, and the fair allocation of these fees based on updates to city studies.

Street Plan

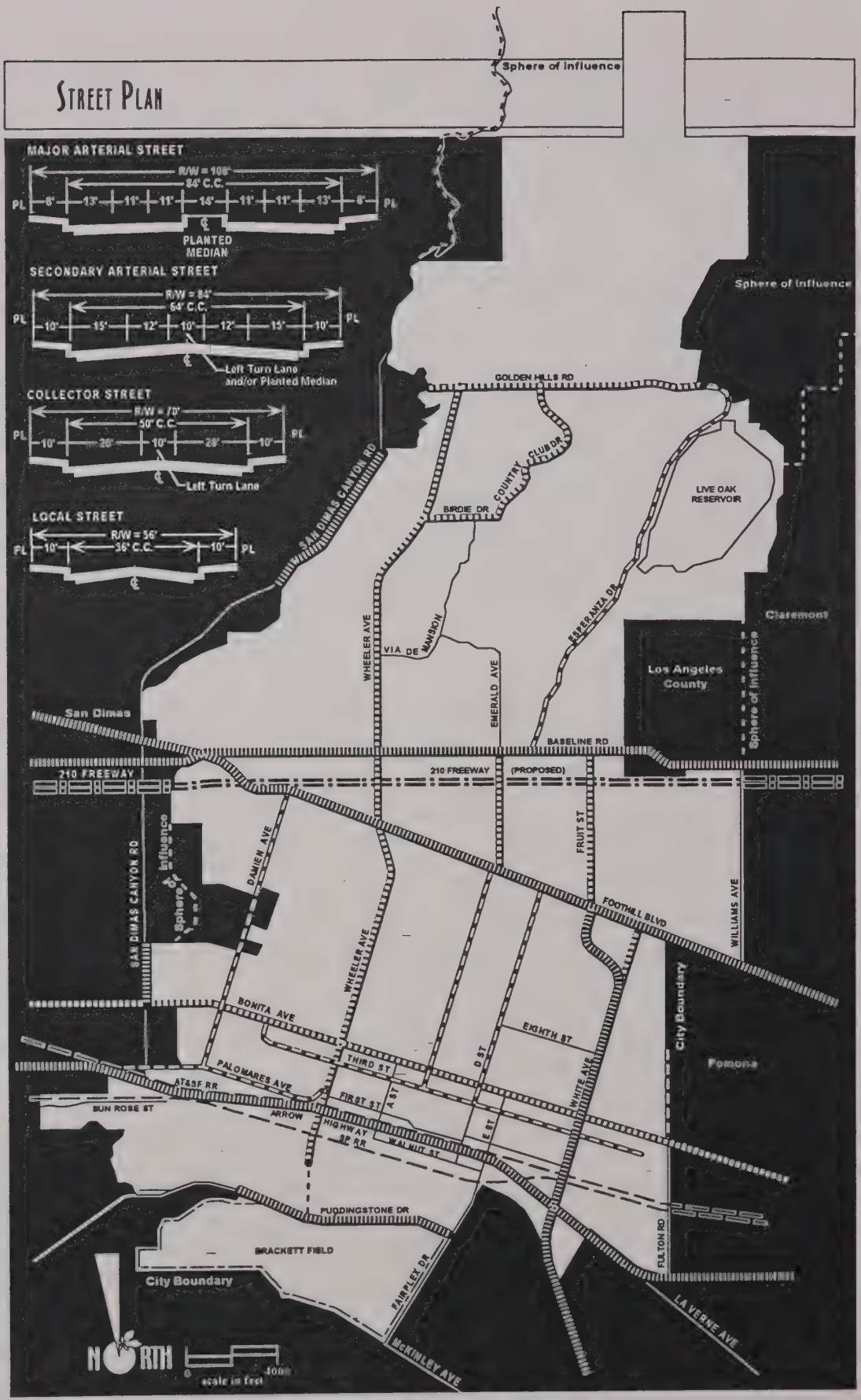
- Proposed Freeway
- Major Arterial (33,000)
- Secondary Arterial (22,000)
- Collector Street (12,500)

(Approximate Daily Capacity at Level of Service)

Note:
Streets requiring physical improvements to meet General Plan standards.

- Golden Hills
- Foothill Boulevard (westbound only)
- Bonita Avenue (Wheeler to East City Limit)
- Third Street (Wheeler to White)
- Esperanza Drive
- White Avenue (northbound only, First to Sixth)
- White Avenue (First to Arrow Highway)
- Town Center Drive (Foothill to White)

Source:
1998 Traffic Study - Transportation Engineering & Planning



Transportation Facilities Plan

T-2



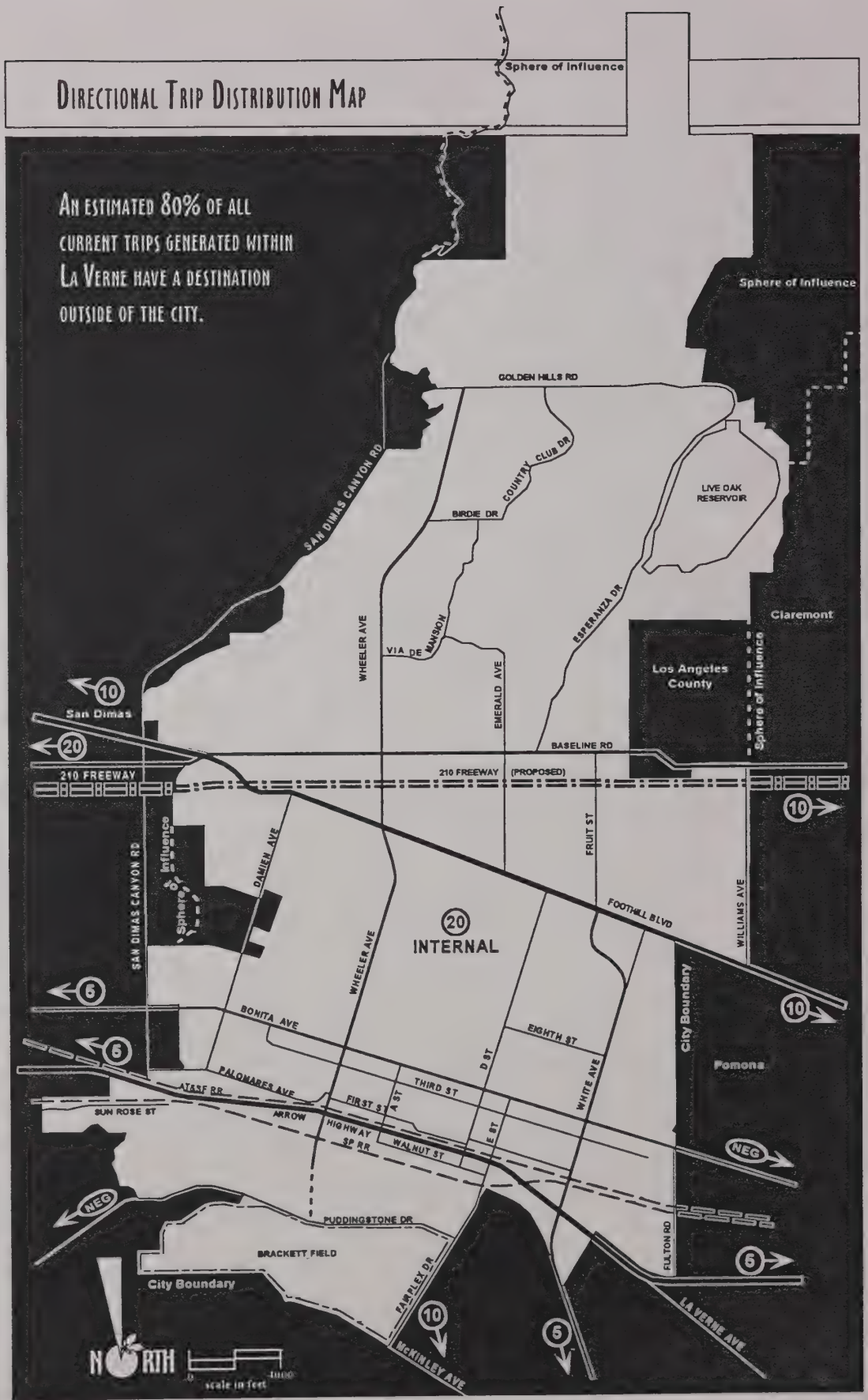
- Airport
- Metrolink Stop
- Railroad Track Crossing Improvements
- Existing Foothill Transit Bus Routes
- Proposed Bus Shelters
- Existing Bus Shelters
- Bus Stops
- Freeway Off Ramps
- Freeway/Street Grade Separation
- Existing Traffic Signals
- Proposed Traffic Signals
- Potential Traffic Signal
- Potential Traffic Calming Areas
- Existing Bike Route
- Proposed Bike Route

Source:
La Verne Public Works, La Verne Community Development

T-3

Directional Trip Distribution Map

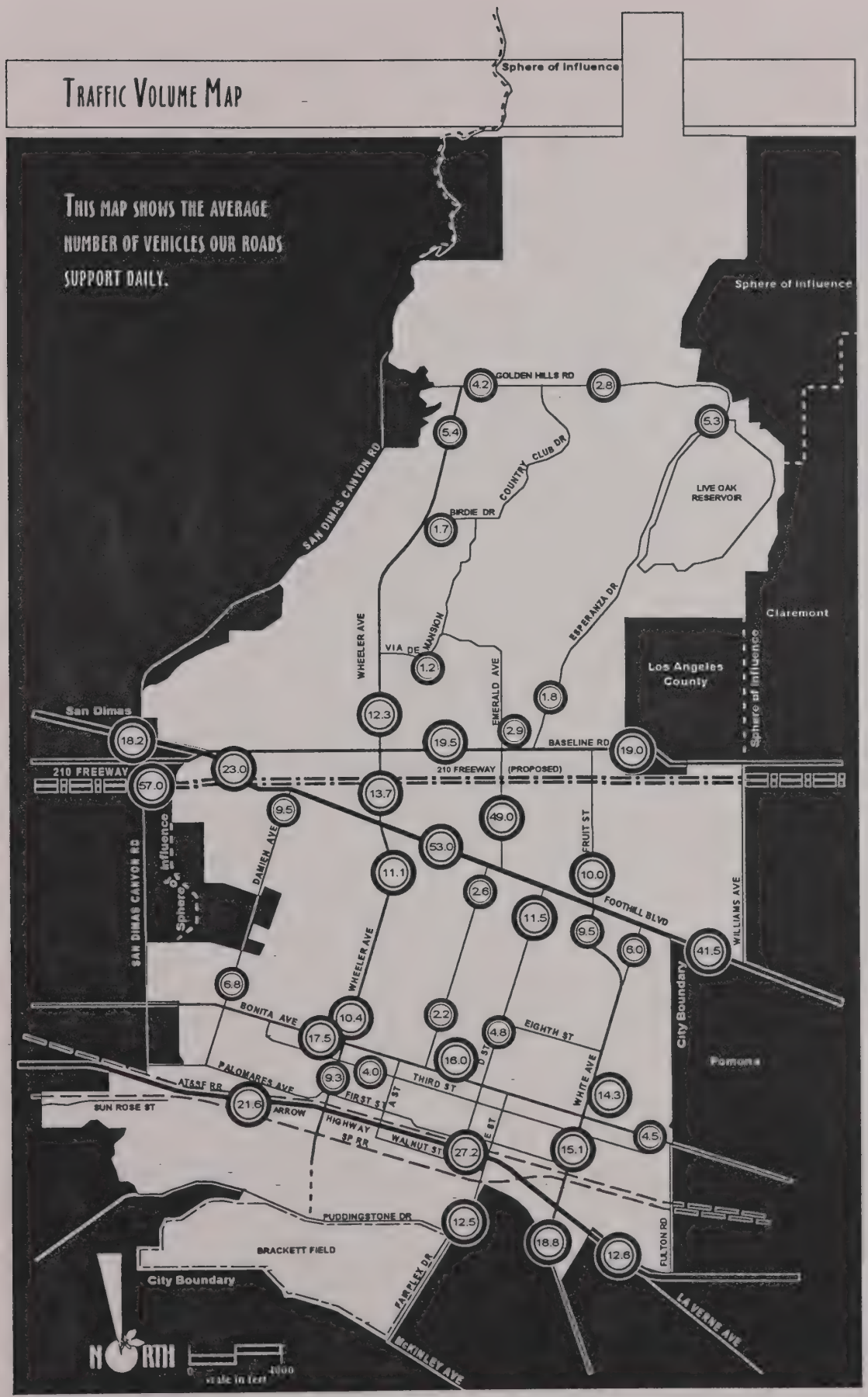
(%) → Percentage & Direction of all Trips Originating in La Verne



Source: WESTON PRINGLE & ASSOCIATES

Traffic Volume Map

T-4

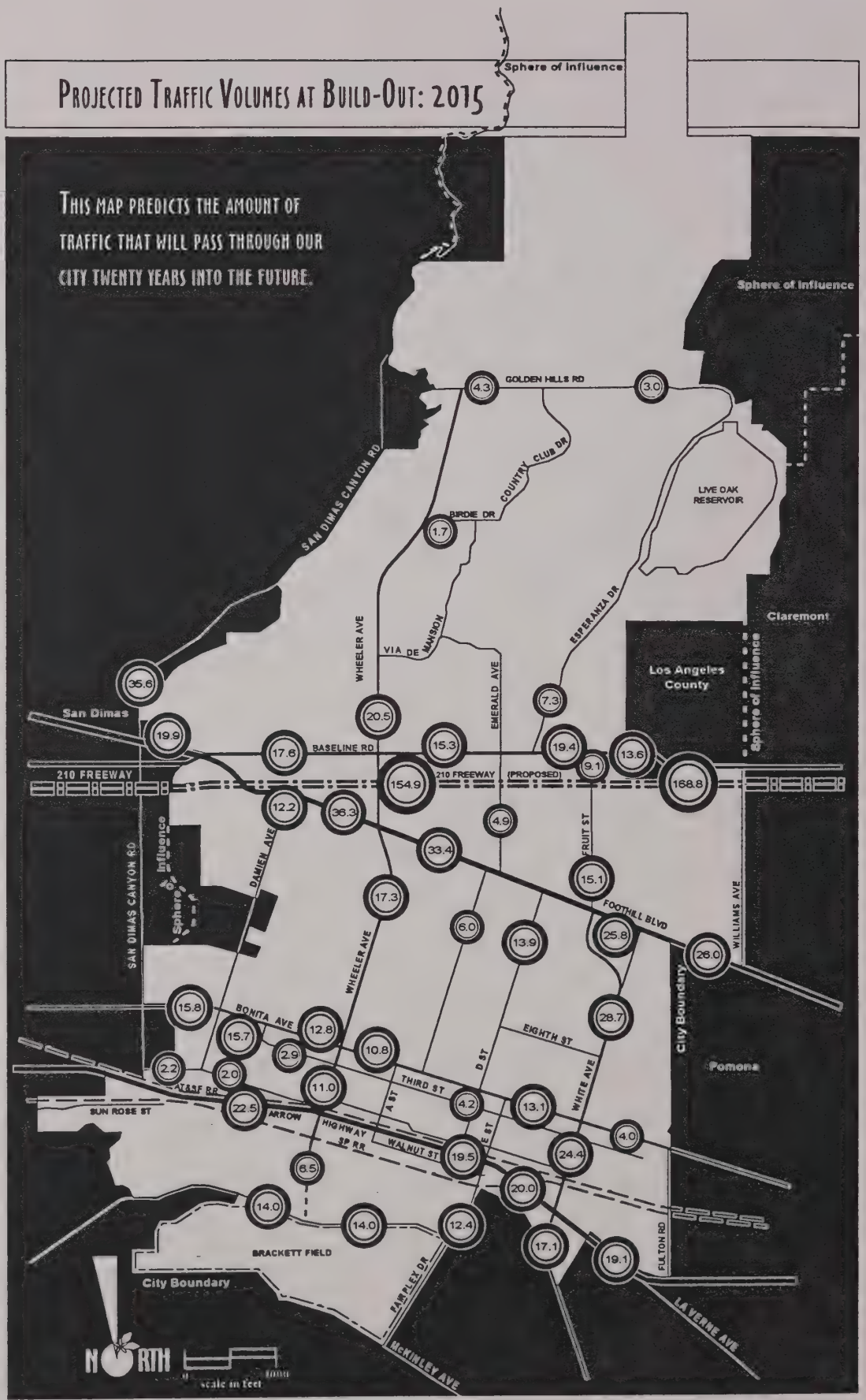


(#) Average Daily Traffic Volumes (in thousands)

Source:
1998 TRAFFIC STUDY - TRANSPORTATION ENGINEERING & PLANNING

Projected Traffic Volumes at Build-Out: 2015

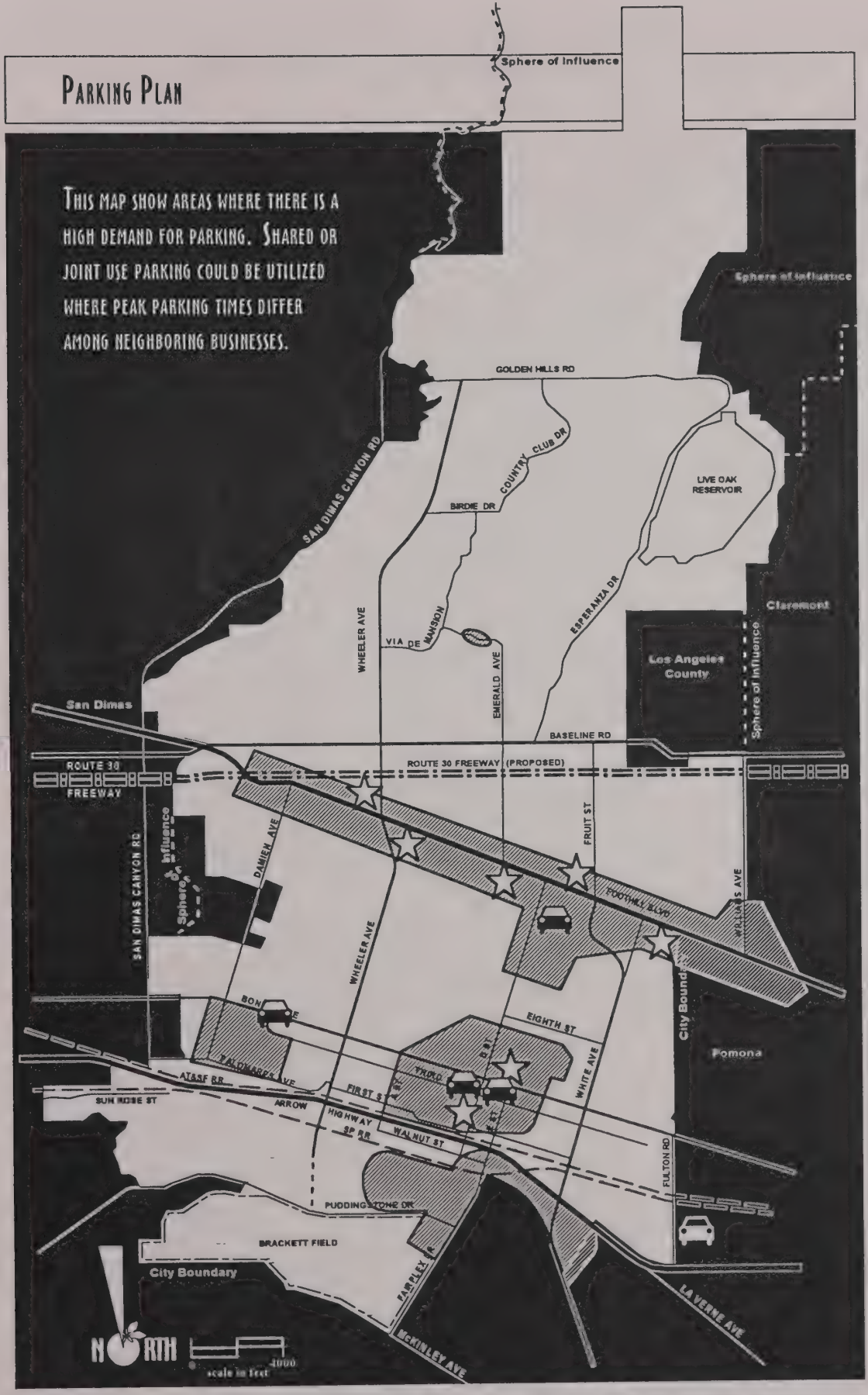
(#) Future Average Daily Traffic Volumes (in thousands)



Source:
1998 TRAFFIC STUDY - TRANSPORTATION ENGINEERING & PLANNING

Parking Plan

T-6



- Municipal Parking Lots
- Parking Sensitive Areas
- Shared/Joint Use Parking Opportunities

Source:
LA VERNE PUBLIC WORKS,
LA VERNE COMMUNITY DEVELOPMENT

T-1

Summary of Recommended Minimum Street Design Standards

DESCRIPTION OF DESIGN CRITERIA	MAJOR ARTERIALS	SECONDARY ARTERIALS	COLLECTOR STREETS	LOCAL STREETS	CUL-DE-SAC STREETS
Estimated 24-Hour Traffic Volume (1)	22,000 33,000	12,500 22,000	1,500 12,500	1,500 Maximum	300 Ft. Maximum
Design Speed	50 MPH	40 MPH	30 MPH	25 MPH	25 MPH
Intersection Spacing	1200 Ft.	600 Ft.	300 Ft.	250 Ft.	--
Right-of-Way	100 Ft.	84 Ft.	70 Ft.	56 Ft.	56 Ft. (Radius - 50 Ft.)
Access Roadway Adjacent Property	Intersection Only	Avoid Where Possible	Avoid in Some Cases	OK	OK
Curb-to-Curb Width	84 Ft. (14 Ft. Median)	64 Ft.	40 - 50 Ft.	36 Ft.	36 Ft. (Radius - 32 Ft.)
Stopping Sight Distance	350 Ft.	275 Ft.	200 Ft.	160 Ft.	160 Ft.
Minimum Horizontal Radius	850 Ft.	550 Ft.	300 Ft.	200 Ft.	200 Ft.

SOURCE: Westin Pringle and Associates

(1) Level of Service D, i.e., up to 70 percent of vehicles at a stoplight during peak traffic will have to wait through more that one light to cross intersection.

T-2

Daily Traffic Capacities - Arterial Streets

ARTERIAL CLASSIFICATION	STREET CLASSIFICATION	APPROXIMATE DAILY CAPACITY (Level of Service D) (1)
Local Street	2 lanes	1,500
Collector Street	2 lanes + left turn channelization	12,500
Secondary Street	4 lanes + left turn channelization	22,000
Major Arterial	4 lanes + left turn channelization	33,000

SOURCE: Weston Pringle and Associates

(1) See Table TRANS - 3 for an explanation of level of service categories.

Level of Service Descriptions

TRAFFIC FLOW CONDITIONS	VOLUME/ CAPACITY RATIO	LEVEL OF SERVICE
Free flow. Low volumes; high speeds; speeds not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60	A
Stable flow. Operating speeds beginning to be affected by other traffic; between 1 and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal during peak traffic periods.	0.61 - 0.70	B
Stable flow. Operating speed and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods: recommended ideal design standard.	0.71 - 0.80	C
High-density, but stable flow. Tolerable operating speeds: 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90	D
Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 - 1.00	E
Forced and breakdown flow. Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service E.	> 1.00	F

Level of Service definitions derived from the 1985 Highway Capacity Manual. Transportation Research Board.

T-4

Daily Service Volume Standards

TYPE OF ROADWAY	ARTERIAL LEVEL OF SERVICE * A	B	C	D	E
Arterials					
Major Arterial 6 Lanes Divided	33,900	39,400	45,000	50,600	56,300
Secondary Arterial 4 Lanes Divided	22,500	26,300	30,000	33,800	37,500
Secondary Arterial 4 Lanes Undivided	15,000	17,500	20,000	22,500	25,000
Collector Street 2 Lanes Divided	11,250	13,125	15,000	16,875	18,750
Collector Street 2 Lanes Undivided	7,500	8,800	10,000	11,300	12,500
FREEWAYS					
10 Lanes	120,000	140,000	160,000	180,000	200,000
8 Lanes	96,000	112,000	128,000	144,000	160,000
6 Lanes	72,000	84,000	96,000	108,000	120,000
4 Lanes	48,000	56,000	64,000	72,000	80,000
1 Lane Ramp	12,000	14,000	16,000	18,000	20,000

* Maximum Average Daily Traffic (ADT)

These roadway capacities are "rule of thumb" estimates for planning purposes. The Level of Service "E" volumes are estimated maximum daily capacity for respective arterial classifications. Arterial capacity is affected by such factors as intersections (spacing, configuration, and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic), and pedestrian and bicycle traffic.

Trip Generation/Existing Land Use Compared to General Plan

T-5

ACREAGE IN EACH LAND USE CATEGORY

Existing/General Plan Land Use (8)		Descriptor		Daily Trips Per Descriptor		Daily Trips	Land Use
625 arce	x	0.2 du/acre	x	10	=	1,250	Hillside Residential
2,098 acre	x	3.5 du/acre	x	10	=	73,400	Low Density Residential
384 acre	x	7.5 du/acre	x	6	=	17,200	Medium Density Residential
50 acre	x	11.5 du/acre	x	6	=	3,500	High Density Residential
409 acre	x			700/acre	=	286,300	Commercial/
100 acre	x			160/acre	=	16,000	Business Park
131 acre	x			51/acre	=	6,700	Industrial (1)
1,251 acre	x			5/acre	=	6,300	Community Facility
767 acre					=	N/A	Open Space
				TOTAL		410,650	

NOTES:

(1) ITE Trip Generation 4th Edition
(2) San Diego Traffic Generators
(3) Hillside Residential conversion factor: 0.2 dwelling units per acre.
(4) Low Density Residential assumed density: 3.5 dwelling units per acre.
(5) Medium Density Residential assumed density: 7.5 dwelling units per acre.
(6) High Density Residential assumed density: 11.5 dwelling units per acre.
(7) 100 acre business park calculated at 160 Daily Trip per Descriptor per acre.
(8) City Proper (Does not include Sphere of Influence).

SOURCE: Westin Pringle and Associates, November, 1985;
City of La Verne, 1997;
Transportation Engineering and Planning, 1997.

SPOTLIGHT ON OUR SERVICE



COMMUNITY FACILITIES

LA VERNE

Serving the physical & spiritual needs of our community, satisfying our thirst for water, hunger for knowledge & our quest for sanctuary are all central goals of this Community Facility Chapter.

This chapter describes the support system essential to La Verne's livelihood. Our community facilities include the underground network of water, sewer, and storm drain lines that service our basic needs. Above ground, the school system and library serve to enrich our lives and secure our children's future.

Our local government facilities house the people and plans that shape our city. City Hall is the central link in the chain of facilities that range from maintenance yards to gathering places for social events, such as the community center and Veterans Hall. Other facilities unique to La Verne, such as the Metropolitan Water District, Brackett Field Airport, and the University of La Verne, help to strengthen our city's support system.

Vision

We aim to manage our facilities so that they:

- Equally serve all parts of our community.
- Support our growing needs through strong buildings and modern infrastructure.
- Supply clean and ample water to all homes and businesses.
- Secure our children's future through quality education for all.
- Maximize service through public/private partnerships that mutually benefit our community and the private sector.
- Accommodate technological advances while protecting our neighborhoods.
- Provide care to those in need.
- Protect our places of worship and preserve their place in our history.

Highlights

The **Issues, Goals & Policies** of this **Community Facilities Chapter** will address these topics:

1. **Local Government.** Our community has grown substantially over the past decade, and with it, the need for additional services.

Regional Perspective: Financing Community Facilities

In its first ever Regional Comprehensive Plan, the Southern California Association of Governments, at the request of its members, recognized the difficulty of financing needed facilities by adopting a Finance Element to that plan.

La Verne, one of the few cities in California to adopt a Community Facilities chapter in its own general plan, benefits from this new dose of regional attention.

The following regional policies are those which have the greatest importance to La Verne; they are paraphrased in plain language where possible and adopted as part of La Verne's plan.

In turn, the people, plans and equipment needed to maintain our self-service city require more space. This is compounded by recent trends to channel government responsibilities down to the local level, which require additional tools and storage space to manage them.

Today, employees are working under relatively the same conditions as they were before the building boom of the 1980's. Inadequate work and storage space decreases productivity and weakens the quality of service our community has come to expect. Improved working conditions can improve employee production and lead to better service.

2. **Water System.** Water is a finite resource; all that our earth produces is continually recycled through the process of rain, absorption and evaporation. In order to have clean water, we must keep it clean at all stages of this cycle. This means keeping pollutants from seeping into our groundwater. Since we live in an arid region, we must also develop habits that conserve water in our homes, businesses and landscapes.

   On a larger scale, development proposals must be reviewed with an eye on their impact upon our water, and our drainage systems should be designed to permit aquifer recharge while safely channeling occasional floodwaters.

3. **Storm Drain System.** Our storm drains carry floodwaters from the foothills to the sea. Unfortunately, the concrete channels that transport these waters also prevent it from seeping back into our water basin, leaving us increasingly dependent on other sources for our water. The storm drains also add our garbage to a growing heap of pollutants deposited annually on once pristine beaches.

   We must improve this system to serve us into the future in a safe and environmentally sound way.

4. **Schools.** La Verne was founded on education and its reputation for providing a good school system has drawn many families to our community. As our city nears build out, future development approvals must ensure that adequate neighborhood facilities are available for the school age population while maintaining the quality we've come to expect in La Verne schools.

5. **Library.** Our community places a premium on our county library and has worked hard to keep it open during a time of increasing budget cuts. It is located in the civic center where it shares limited parking space with our city hall and community center.

The library is only open on a limited basis, depriving residents of use several days a week.

We seek to improve library opportunities in a variety of creative ways, including Internet access, joint use with other local institutions and cooperative efforts with Los Angeles County.

6. **Metropolitan Water District.** The Metropolitan Water District has maintained a major presence in our community for a long time. It is one of our city's largest employers with significant land holdings stretching from Moreno Avenue to south of Arrow Highway. Its Weymouth water filtration facility, built in 1939, is an imposing salute to the past and future with its combination Spanish Colonial Revival and Art Deco architecture.

   Partnerships between the city and MWD present an opportunity to benefit both the community and the water agency; possibilities include sports park development on surplus MWD land or for commercial or industrial uses.

7. **Brackett Field Airport.** The airport at Brackett Field is an asset that the city has not yet fully utilized. Its proximity to La Verne Business Park and our industrial sector adds to its potential as a marketing tool for enticing prospective businesses.

   With improved outdoor viewing areas, the airport could provide an exciting opportunity for families and others looking for outdoor recreation.

8. **University of La Verne.** Our city grew around the college that itself has grown and is still a major landholder in downtown Lordsburg. The university enhances La Verne's prestige with its presence and contribution of higher learning, social opportunity and cultural arts.

   The city and university can achieve mutual goals by pursuing joint ventures and partnerships that result in economic, educational and aesthetic benefits to our community.

9. **North La Verne Facilities.** The area north of the Foothill Boulevard commercial corridor is almost exclusively residential, with few community facilities to serve its needs. North La Verne also contains most of our undeveloped land, but warrants caution when considering new construction; the foothills are our most sensitive ecological area.

   Future approvals must ensure that new homes can be served adequately with water, schools and emergency services and still protect wild lands, wildlife and native plants.

OVERALL GOAL:
To provide financial resources necessary to enhance and maintain the level of public services and facilities required by the existing and future residents of San Gabriel Valley.

Key Goals and Policies Supported by La Verne

The following regional plan goals and policies are paraphrased for clarity and adapted to reflect La Verne concerns.

GOAL: To develop cooperation among service providers, San Gabriel Valley cities and the county to provide sufficient public facilities in the most efficient and effective manner.

POLICIES:

- ☑ Consider the adequacy of subregional public facilities and services in new development reviews.
- ☑ Time development to coordinate it with public facilities' availability and service improvements.
- ☑ Encourage cooperation and coordination between and among cities and Los Angeles County for delivery of services to the public.
- ☑ Provide for subregional review and comment of significant projects.

10. **City Division.** The 210 Freeway can act as a barrier between north and south La Verne. It will change the way that services are delivered and received.

    We must work to keep our community whole and provide equal service to all.

11. **Telecommunications.** How can the simple act of making a phone call possibly be related to our city general plan? Well, if the call happens to be made from a car phone or a computer modem, it can definitely effect our community. Telecommunication facilities ranging from cellular antennas to satellite workstations are changing the look and load of our city streets.

    Rapid advances in technology combined with a proliferation of cellular phones, pagers and other communication devices increase the demand for telecommunication tower sites. The same technology is changing the face of the typical workplace, as growing numbers of residents may choose to work from home or a centralized location in town.

    When siting these facilities, we must balance the community's need for technology with the obligation to protect our neighborhoods.

12. **Day Care Homes.** Families with both parents working and single parent households are no longer a novelty in our community. They make up a large part of today's work force and need quality day care for their children. Another population that often requires supervision, aid or assisted living is elderly or disabled adults. Our residents often take on this responsibility by offering child or adult day care in their homes.

    We must review day care requests individually, examining State requirements and considering neighborhood concerns such as traffic, safety and noise.

13. **Church & Cemetery.** The roots of what we often call our unique quality of life can be traced back to the ethics, morals and determination of La Verne's early settlers. As in most towns of the time, the church played a defining role in determining the physical design and character of our La Verne.

    Our churches and cemetery are privately owned and operated, but are often considered community facilities because they serve the emotional and spiritual needs of our community. They usually require large parcels of land and are often architectural or cultural landmarks in the community.

    We must consider their historical past and future needs when planning for them and neighboring uses.

Issues, Goals & Policies

The following goals and policies address community facilities issues in our city.

ISSUE: 1 Local Government

City hall, the community facilities building and public infrastructure will require expansion or replacement by the year 2010.

GOAL: 1 CONDUCT CITY BUSINESS EFFICIENTLY.

POLICY: *We shall:*

1.1 Provide adequate working conditions.

IMPLEMENTATION MEASURES:

a. Include Phase II City Hall Improvements in the Capital Improvement Program.

b. Include water and sewer facilities in the Capital Improvement Program.

c. Include other capital investments necessary to sustain the city's development and operation.

ISSUE: 2 Water System

The existing water system is operating at or near capacity. New development or intensification of existing uses could adversely affect our ability to provide adequate service.

With a limited supply of water, quality becomes even more important. Water quality is impacted by development runoff from residential and commercial properties that contain pesticides, fertilizers, oils and other harmful substances.

GOAL: 2 HAVE A CLEAN & AMPLE WATER SUPPLY.

POLICIES: *We shall:*

2.1 Contain our demand for water.

IMPLEMENTATION MEASURES:

a. Prohibit development or substantial intensification of existing uses unless there is an adequate water supply.

b. Require developers to provide evidence of adequate water supply.

c. Incorporate the demonstration of water capacity into development agreements.

d. Require installation of water conserving devices for public and private developments at development review stage.

e. Prohibit extension of the water supply system to unincorporated areas until those areas are annexed.

f. Require that the fire department certify water capacity for private pumping systems.

- ☑ Explore equitable sub-regional methods for sharing the costs of facilities that serve the San Gabriel Valley.
- ☑ Support the cooperation of the San Gabriel Valley cities and other public service providers to coordinate with one another for the development of facilities and provision of services that complement their needs.

GOAL: To develop a public facility planning process that is integral to land use decision-making, and establishes revenue to support public facility demands.

POLICIES:

- ☑ Encourage agencies to carry out long-range Capital Improvement Planning, which includes funding methods for the construction of projects, that is compatible with subregional land use planning goals and objectives.
- ☑ Locate growth where adequate public facilities exist or can be efficiently provided within budgeted resources.
- ☑ Require subregionally significant projects to provide fair share funding of all public facility needs created by the development.

g. Require new residential developments above an elevation of 1,780 feet to be supplied with private reservoirs and pumping systems.

h. Observe the memorandum of understanding with the City of Claremont that will require concentration of development to make efficient use of the city water system.

i. Require the installation of drought tolerant landscaping into commercial and residential projects that are subject to development review approval.

2.2 **Protect our groundwater quality.**

IMPLEMENTATION MEASURES:

a. Enforce National Pollutant Discharge Elimination System (NPDES) regulations.

b. Reduce nitrate contamination to city groundwater.

c. Provide used motor oil collection locations to minimize disposal into the city's drainage systems.

d. Require alternative types of fertilizer and less harmful means of application for agricultural and commercial users.

e. Provide educational materials to encourage the use of benign landscape controls instead of toxic chemicals.

f. Require all new developments to be on the sewer system.

g. Require conversion to the sewer system from septic tanks if building permits are requested for an existing property.

h. Require that parcels in unincorporated areas annex to the city before sewer service is extended.

ISSUE: 3 **Storm Drain System**

The existing and future adequacy of the storm drain system needs to be evaluated. Existing concrete storm drains are unattractive and prevent aquifer recharge.

GOAL: 3 **PREVENT FLOODING & WATER CONTAMINATION.**

POLICY: *We shall:*

3.1 **Provide an efficient, attractive, environmentally sound storm drain system.**

IMPLEMENTATION MEASURES:

a. Prioritize improvements to the water drainage system as identified through the Capital Improvements Program.

b. Ensure that improvements to the storm drain system be aesthetically pleasing.

c. Design storm drain systems to permit aquifer recharge.

d. Design storm drain systems to meet National Pollutant Discharge Elimination System (NPDES) requirements.

e. Ensure that the 210 Freeway, which will be constructed below existing grade, provides for safe and efficient transport of floodwaters over or under the right-of-way.

f. Upgrade or replace city maintained storm drain systems in order of priority and identified funding sources as part of the capital improvements program.

ISSUE: 4 Schools

Schools in La Verne are operating at capacity; construction of Oak Mesa Elementary School has filled space requirements in North La Verne, but the situation should be monitored for future needs. At a projected build out population of 38,200, a proportional school population will have approximately 8,200 students, comprised of 3,300 elementary, 2,600 intermediate and 2,300 high school.

GOAL: 4 ENSURE QUALITY EDUCATION FOR ALL OUR CHILDREN.

POLICY: *We shall:*

4.1 Provide adequate school facilities and curriculum.

IMPLEMENTATION MEASURES:

a. Deny new residential development in areas with severe overcrowding until a site for a new school is secured and construction financing is secured.

b. Require new developments to pay the full costs, as allowed by state law, for schools needed to serve them.

c. Establish a program to relieve school overcrowding and facilities impacts at both the primary and secondary levels for all legislative actions.

d. Require payment of fees necessary to secure facilities.

e. Require dedication of land or buildings to the satisfaction of the Bonita Unified School District.

f. Reduce densities of new residential developments.

g. Phase new residential developments so the school age population can be absorbed without overcrowding into the existing system.

☑ Encourage the development of a subregional public facilities needs assessment process to identify future subregional public facilities, their logical development, timing, and funding requirements.



GOAL: To develop local, stable and predictable sources of revenue.

POLICIES

- ☑ Actively seek federal and state funding sources to meet public facility and infrastructure needs as well as public services.
- ☑ Actively seek private sector assistance in funding the provision of public facilities and services.
- ☑ Continue to support legislative efforts to maintain funds for general, overall municipal needs, and to help resolve state budget problems which affect local government finance.

h. Include low volume toilets and gray water recycling systems in new city facilities.

ISSUE: 5 Library

La Verne's only library is part of the Los Angeles County library system. The existing library facilities are not expected be sufficient to serve the projected 2010 population, particularly in North La Verne.

GOAL: 5 IMPROVE OUR LIBRARY SYSTEM.

POLICY: *We shall:*

5.1 Expand library access and facilities through innovative means.

IMPLEMENTATION MEASURES:

a. Encourage private libraries, such as the University of La Verne to allow some public access.

b. Cooperate with Los Angeles County to add needed library services and facilities.

c. Work with Bonita Unified School District to expand its facilities and acquisitions.

d. Work with library staff to provide after school programs.

e. Assist the library in identifying funds and grants to provide Internet access as a library resource.

ISSUE: 6 Metropolitan Water District

The Metropolitan Water District is a major presence in the community. It is a major employer and landholder, with its 135-acre Weymouth filtration plant on Moreno Avenue and 72 undeveloped acres south of Arrow Highway adjacent to La Verne Business Park. As the Metropolitan Water District plans for its future needs, its master plan will effect other development opportunities in the city.

GOAL: 6 GOOD COMMUNITY RELATIONS WITH THE METROPOLITAN WATER DISTRICT.

POLICIES: *We shall:*

6.1 Work with the Metropolitan Water District to further its goals.

IMPLEMENTATION MEASURES:

a. Explore acquisition of all or part of the Arrow Highway parcel by the community redevelopment agency.

b. Pursue opportunities for joint venture development of a sports field on the east portion of the property adjacent to La Verne Business Park.

c. Facilitate office and/or retail development of the Arrow property west of Wheeler Avenue.

d. Facilitate development of offices and facilities for Metropolitan Water District.

6.2 Protect the interests of the community.

IMPLEMENTATION MEASURES:

a. Require that all development be master planned.

b. Encourage sale of the residentially zoned parcel west of the Carrion Adobe.

c. Require development plans that buffer and protect the integrity of the Carrion Adobe.

d. Serve as a liaison between the MWD and the community.

e. Work with the MWD to densely landscape the perimeter of its Weymouth facility to buffer its neighbors against dust, noise and visual impacts.

f. Require city approval for all improvements not related to water production activities.

ISSUE: 7 Brackett Field Airport

Brackett Field has little relationship to the rest of La Verne, yet is potentially a point of interest and a land use which could attract new business activity.

GOAL: 7 PHYSICAL & FUNCTIONAL INTEGRATION OF BRACKETT FIELD INTO THE COMMUNITY.

POLICIES: *We shall:*

7.1 Promote Brackett Field as a point of interest and convenience.

IMPLEMENTATION MEASURES:

a. Promote the presence and convenience of Brackett Field to prospective businesses.

b. Support development of hotel and commercial uses within the Brackett Field Master Plan.

c. Encourage Los Angeles County to provide landscaped public viewing areas for takeoffs and landings.

7.2 Protect the community from random airport development.

IMPLEMENTATION MEASURES:

a. Require that all development be master planned.

b. Require that all privately controlled, non-FAA required operation be reviewed by the City of La Verne prior to County approval with sufficient notice and review time to permit adequate review of development plans pursuant to the settlement agreement executed between the City and Los Angeles County.



GOAL: To identify guaranteed state funding sources for mandated programs.

POLICIES:

☑ Work with League of California Cities, County Supervisors Association of California, California Redevelopment Association, American Planning Association, and school groups to identify and develop permanent funding sources to cover state mandates.

☑ Work with League of California Cities and County Supervisors Association of California to identify, and if unfunded, to eliminate state and federal mandates.

c. Prohibit non-aviation development that is inconsistent with the general plan and applicable zoning regulations.

d. Require inclusion of planning commission policy in adopted settlement agreement.

e. Incorporate CEQA language to insure adequate environmental protection to La Verne.

f. Require payment of fees by airport developers for city services and facilities provided to the airport.

ISSUE: 8 University of La Verne

The University of La Verne is a historic and prestigious presence in city. It is the dominant land use in Lordsburg, the core of the city's development; its master plan can play a key role the revitalization of downtown businesses.

GOAL: 8 MUTUALLY BENEFICIAL UNIVERSITY & COMMUNITY RELATIONS.

POLICIES: *We shall:*

8.1 Increase partnership opportunity between the City, merchants, and the University.

IMPLEMENTATION MEASURES:

a. Encourage the university to retain its downtown bookstore building.

b. Work with the university on its master planned restoration of its downtown buildings.

c. Consider street closures downtown to promote pedestrian flow between the university and the business district.

8.2 Protect the University's place and purpose in our community.

IMPLEMENTATION MEASURES:

a. Require that all development be master planned.

b. Prohibit conversion of buildings with existing or designated commercial use to institutional use, except where specifically approved by the Council subject to a master plan amendment or zone change.

c. Require that new university buildings be compatible with the architectural styles and materials of the original campus and Lordsburg, as stipulated in the architectural guidelines of the Lordsburg Specific Plan.

ISSUE: 9 North La Verne Facilities

North La Verne lacks community facilities. The area north of Foothill Boulevard is exclusively residential with few community facilities.

GOAL: 9 ADEQUATE COMMUNITY FACILITIES IN NORTH LA VERNE.

POLICY: *We shall:*

9.1 Increase community facilities in North La Verne.

IMPLEMENTATION MEASURES:

a. Encourage developers of residential tracts to consider setting aside property or making donations to the City for community facilities.

b. Require new development to provide an equitable share of the cost of mitigating emergency and fire responses in the hillside development overlay zone.

c. Require new development to provide an equitable share of the cost of new or expanded school facilities to serve the projected student population.

d. Require new development to provide an equitable share of the cost of new or expanded recreational facilities to serve the projected population.

ISSUE: 10 City Division

The 210 Freeway corridor and right-of-way will physically divide the City into northern and southern sections.

GOAL: 10 KEEP A COHESIVE COMMUNITY IDENTITY & PROTECT NEIGHBORHOOD CHARACTER ALONG THE 210 FREEWAY.

POLICY: *We shall:*

10.1 Preserve our small town character and sense of community.

IMPLEMENTATION MEASURES:

a. Provide equitable facilities and services to serve each neighborhood.

b. Promote activities that attract citizens from all neighborhoods.

c. Preserve historic traditions that identify the community.

ISSUE: 11 Telecommunications

Technological advances in telecommunications are continually changing, requiring flexibility in providing telecommunications facilities sites without adversely impacting the community.

GOAL: 11 ADVANCE TECHNOLOGY WITHOUT SACRIFICING OUR QUALITY OF LIFE.



GOAL: To maintain the effectiveness of redevelopment funds in developing local infrastructure, services and job creation and retention.

POLICIES:

- ☑ Work with state legislature and California Redevelopment Association to write redevelopment law that provides for flexibility in redevelopment law for job creation/retention and economic development enhancements.
- ☑ Support legislation allowing redevelopment housing funds to be used at the subregional level.

POLICIES: *We shall:*

11.1 **Provide opportunity for telecommunication facilities.**

IMPLEMENTATION MEASURES:

a. Consider permitting telecommunication workstations in multiple zones.

b. Promote the adaptive reuse of vacant buildings to house telecommunication workstations.

c. Explore the advantages and methods of securing high-speed fiber-optic communication lines within our business park to entice high-tech industries.

11.2 **Protect our neighborhoods from haphazard telecommunication facility development.**

IMPLEMENTATION MEASURES:

a. Prohibit installation of cellular or other wireless communication facilities on residentially zoned land.

b. Require a conditional use permit for all requests for installation of cellular or wireless communication facilities except in industrial zones where they shall be permitted by right.

c. Require variance approval of all proposed antenna structures that exceed the maximum permitted height limits of the zone where it is proposed.

d. Require precise plan review approval for every case involving the establishment of cellular and other wireless communications facilities.

e. Require that all freestanding cellular and wireless communications structures shall receive architectural treatment that is harmonious with surrounding architecture and/or serves as public art

ISSUE: 12 **Day Care Homes**

Adequate day care is needed for children of working parents. Although day care homes for children and adults are strongly regulated by the State of California, local jurisdictions may employ discretionary regulation that provides child care opportunities while protecting neighboring interests.

GOAL: 12 **ENSURE QUALITY DAY CARE THAT BENEFITS OUR NEIGHBORHOODS.**

POLICIES: *We shall:*

12.1 **Provide convenient care for children and special needs persons.**

IMPLEMENTATION MEASURES:

a. Monitor State regulations that govern day care homes to keep informed of current requirements.

b. Develop a working relationship with the Bonita Unified School District and the Pomona Childcare Information Service to evaluate childcare needs and facilities.

12.2 Ensure day care compatibility with our neighborhoods.

IMPLEMENTATION MEASURES:

a. Apply all discretionary powers afforded local jurisdictions to condition location and operation of day care homes.

b. Maintain contact with day care home providers to ensure compliance with conditions of approval.

ISSUE: 13 Church & Cemetery

Our churches and cemetery are vital components of the community; they serve people at momentous times and emotional times and are uses that serve many generations of residents, giving them a vested interest in the community. It is important that their historical significance is preserved and future changes remain compatible with neighboring uses.

GOAL: 13 PROTECT CHURCH & CEMETARY PROPERTY & PLACE IN THE COMMUNITY.

POLICIES: *We shall:*

13.1 Preserve church and cemetery integrity.

IMPLEMENTATION MEASURES:

a. Protect historically or culturally significant structures or landmarks, including trees.

b. Encourage churches to incorporate community needs into their building and social programs.

13.2 Plan for the future needs of our churches and cemetery.

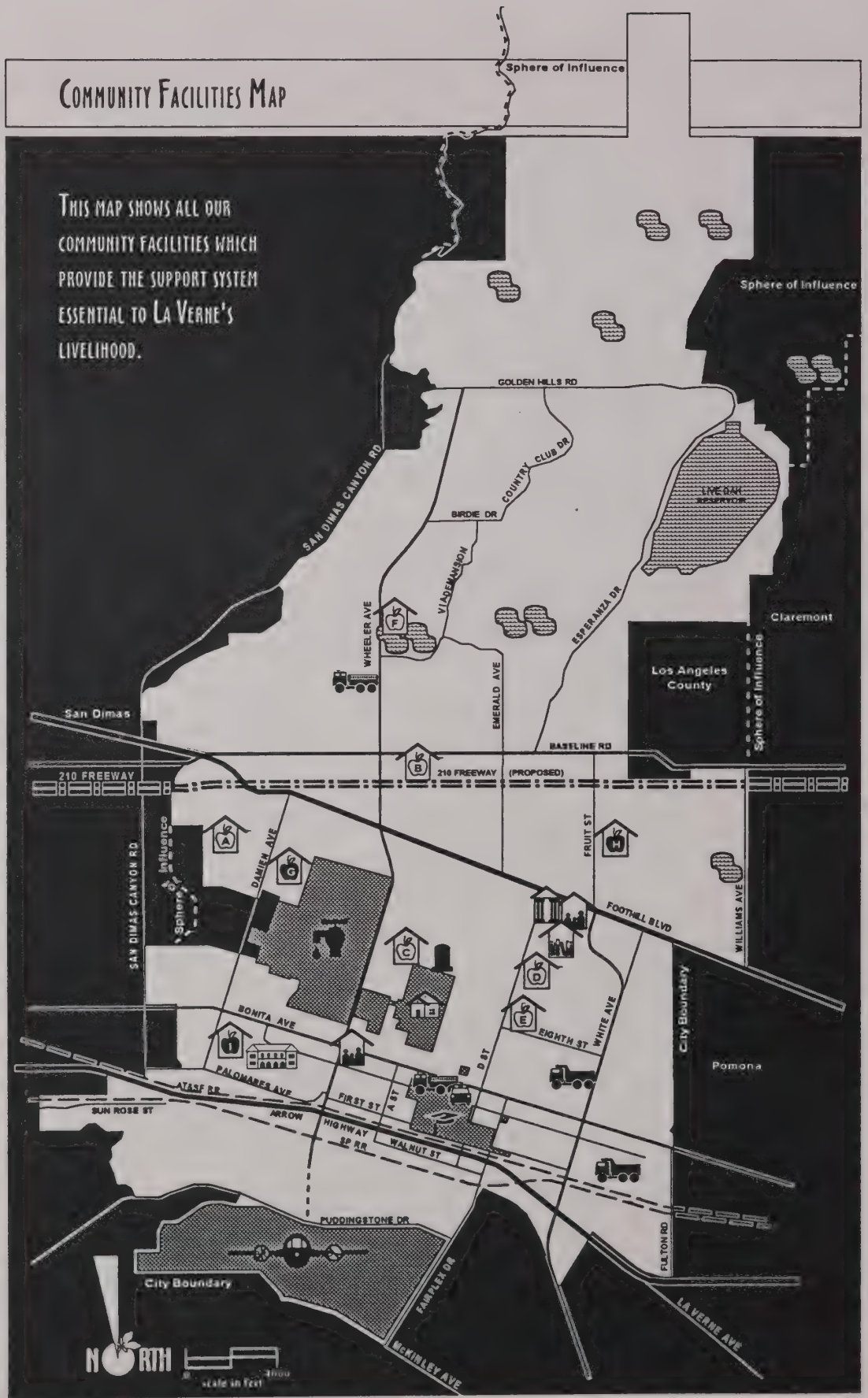
IMPLEMENTATION MEASURES:

a. Require churches and cemeteries to develop master plans prior to alteration or expansion of use or structure.

b. Require precise plan review approval for alterations or improvements, including landscaping.



Community Facilities Map



- Public Schools
  - A Ramona Jr. H.S.
  - B La Verne Heights Elementary
  - C Grace Miller Elementary
  - D Bonita H.S
  - E J. Marion Roynon Elementary
  - F Oak Mesa Elementary
- Private Schools
  - G Calvary Baptist
  - H Lutheran H.S.
  - I Damien H.S.
- University of La Verne
- Fire Station
- Police Station
- Public Works Facility
- City Hall
- Library
- Community Center
- Hillcrest Homes
- David & Margaret Home
- City Reservoir
- Evergreen Cemetery
- Metropolitan Water District
- Brackett Field Airport

Source:
La Verne Community Development

Hydrology/Flood Control Map

CF-2



- Flood Control Channel
- Flood Hazard Zones
- Storm Drain

Source:
LA VERNE PUBLIC WORKS

SPOTLIGHT ON OUR HOMES



HOUSING

LA VERNE

La Verne is first & foremost a community of homes. Planning for our existing, future & special housing needs is the primary goal of this Housing Chapter.

This chapter identifies and analyzes our existing and projected housing needs and contains a statement of the City's goals, policies, and quantified objectives and scheduled programs for the preservation, improvement, and development of housing.

Housing consumes more acres than any other kind of land use in our city. The maintenance and upkeep of housing and neighborhoods is a matter of primary importance to us. In addition to our own concerns about housing stock and housing quality, the State requires cities to address the specific housing needs of people whose requirements are often overlooked by conventional residential development - the elderly, the handicapped, low and moderate income families and overcrowded households.

This chapter is therefore particularly concerned with housing for families whose needs are hardest to fulfill. It identifies the number and type of households in need and discusses ways in which we can assist them.

Although this version of the Housing Element has been slightly edited for consistency with the General Plan format, no substantial changes have been made. A copy of the original document, as adopted, is available at the Community Development Department.

Vision

We aim to manage our housing so that we:

- Preserve, improve and maintain our housing and neighborhoods.
- Identify and address the existing and future needs of our citizens.
- Ensure a variety of housing types available to all economic segments of our community.
- Provide housing assistance to families and households with special needs.

Highlights

The **Issues, Goals & Policies** section of this **Housing Chapter** will address these topics:

1. **Housing Stock.** La Verne is fortunate to have a large inventory of recently constructed homes in good condition.

How La Verne Helps Meet Regional Housing Needs

Like many suburban communities, La Verne is housing rich: a suburban enclave with a largely educated and affluent population. But continued growth along these lines is not consistent with regional and state policies that require cities to plan for --- and, to the extent they can --- implement affordable housing at all levels of income.

It's a goal that La Verne supports through the policies contained in the housing element of its general plan.

But at the local and regional levels across California, the result of these basic conflicting needs has been a paper chase by some cities to meet state standards for housing at the same time that the resources needed to provide that housing --- land and money --- may prevent those communities from reaching other critical goals. The current state process for reconciling these concerns is inefficient, and for several years rounds of negotiation among government, housing advocates and the building industry have failed to produce a resolution.

More than half the City's housing units were built after 1970. However, a substantial portion (1,029 units or nearly ten percent (10%) of the housing stock) was built before 1950, and most of these were built before 1940. Housing of this vintage frequently requires major maintenance or improvement. Included in this inventory of aged housing are most of the homes in Lordsburg (Neighborhood 7). This is the location of the original Lordsburg settlement, the historic center of La Verne.

TABLE H-2 shows the number of households and housing units in La Verne existing in 1970, 1980, and 1990. The number of households grew rapidly between 1970 and 1980, roughly doubling in number. The number of households also grew considerably since the 1980 census. The 1990 census provides the most current and detailed information available for a reliable assessment of local housing needs.

2. **Historic Homes.** Although most of La Verne's housing is recently constructed, there is a substantial inventory of older homes that need maintenance and preservation. The Lordsburg community has the greatest concentration of older homes in the City. The condition of these homes is generally good; however, there are areas of dilapidated housing in La Verne.

A survey, conducted in 1989, identified 42 deteriorated units, including 20 that would likely require replacement. The majority of these units were located in South La Verne. They played an important role in our history, and continue to play an important role in housing today.

3. **Housing Needs: Existing & Future.** There are two types of housing need to be considered in the housing chapter - existing need and future need. Existing need refers to those households currently living in La Verne which may need assistance finding housing that is appropriate to their need and income. Future need refers to the number of housing units for all income brackets that will be needed over the next five years.

New homes in La Verne are beyond the reach of low and moderate income households, but there is affordable housing in mobile homes, apartments and smaller homes in the older sections of town that are in need of maintenance or rehabilitation.

We must maintain a balance of housing types reflective of the variety of household size and means throughout our community. The City will continue to monitor housing needs through the housing element update process.

Through this process, we will be able to evaluate its housing programs to address current and future housing needs.

4. **Housing Development.** The 1988 SCAG Regional Needs Assessment (RHNA) estimated that La Verne's share of the county's housing need was 930 units between 1988 and 1994, or approximately 186 units per year (TABLE H-1). Because SCAG will not be preparing a new RHNA until funding to do so becomes available, this housing element will continue to use the previous allocations.

   There is a limited amount of vacant land suitable for new high density residential developments in La Verne. TABLE H-7 shows the residential development capacity of significant vacant land in the City. As shown in the table, an additional 737 units could be built with another 50 units possible through approved density bonuses on specific sites. Most of these units may be for those households in the upper income group.

   New dwelling units for those households in the very low to moderate income groups may be obtained through higher density developments utilizing the City's density bonus program, and through other various housing programs which may or may not involve the use of redevelopment low-mod housing funds.

   Sites with housing development potential are discussed in the Housing Strategy section of this chapter.

5. **Affordability.** According to 1990 Census data, income levels vary widely from one census tract to another in the City. There is a concentration of low and very low income households in census tracts 4015.00, 4016.01, 4016.02, and 4016.03 which include most of the City south of Foothill Boulevard and are roughly comparable to the Foothill Corridor, Lordsburg and South La Verne Planning Areas of the general plan Land Use chapter (Areas 5,6,7, and 8).

   To some extent, the number of low income households in these areas may be inflated due to the proximity of the University of La Verne. Student incomes are traditionally low, but scholarships and parental support are not included in reported income. Nevertheless, eighty-seven percent (87%) of all low and very low income households in the City live in these areas.

   An analysis of local conditions within these census tracts suggests that low and very low income households are located primarily in the Lordsburg and South La Verne neighborhoods.



What the Regional Plan Has to Say

The *Regional Comprehensive Plan* adopted by the Southern California Association of Governments recognizes this problem by adopting the following regional goals and policies:

OVERALL GOAL:
To provide adequate and affordable housing opportunities for the diverse population residing in the San Gabriel Valley.

To implement the plan's overriding goal, the Association of Governments has adopted a range of policies. Those key policies supported by the City in our own comprehensive general plan include the following:

GOAL: To establish a local methodology for achieving housing targets that is acceptable to Housing and Community Development, Southern California Association of Governments, local entities and the County.

POLICY:

☑ Support legislative changes which would be more responsive to local economic conditions.

TABLE H-3 shows housing expenditures as a percentage of income. In general, a low income household should not pay more than thirty percent (30%) of its income for shelter. However, overpayment by owners is not considered as serious as overpayment by renters. TABLE H-3 shows that in 1990, over eighty-one percent (81%) of all renter households earning less than $10,000 were paying over thirty percent (30%) of their incomes for housing. These households need help with their housing costs.

Of the 11,113 housing units in La Verne in 1990, approximately twenty-three percent (23%) were renter-occupied. Some of these households have special needs (i.e., are elderly, single-parent, or have a disabled member) and may need rental assistance.

TABLE H-4 compares median housing costs with median income for La Verne and the region in 1990. Federal standards suggest that a household can afford to buy a home worth up to three times its yearly income. Under this guideline a household earning the 1990 median income of $46,587 could not afford to purchase the median priced house of $253,200 in La Verne. However, households earning the 1990 median income could afford the median rent of $675 without spending more than thirty percent (30%) of their income. For those earning less than $10,000 per year, however, the median rent was not affordable.

Based on 1990 census information, it was estimated that 4,925 households in La Verne are very low to moderate income households. It was estimated that approximately fifty percent (50%) of these households were renters.

6. **Special Housing Needs.** Households with special needs are often those that have the hardest time finding a suitable place to live. La Verne has a concentration of households with special needs; in particular are the elderly, handicapped, and overcrowded households. Households that are most likely to need assistance with locating and paying for adequate housing are those of low and moderate income households, the elderly, the handicapped and overcrowded families.

Of the low income households that earned less than $10,000 in 1990, eighty-one percent (81%) were paying more than thirty percent (30%) of their income for housing. Renters were especially vulnerable to rent increases that further affected their ability to pay for adequate housing. Twenty-two percent (22%) of all households in 1990 had a head of household over 65 years of age, a little over twelve percent (12%)

had a handicapped member of the household and approximately four percent (4%) of all households were considered overcrowded.

These types of households are called "special needs" households which may also fall into the low and moderate income categories.

The state has defined special needs to include overcrowding (more than one person per room), large families, farm workers, the elderly, handicapped, families headed by women and the homeless. Some households may be included in more than one category. For example, many of them are likely to be included in the low and very low income households described previously. TABLE H-5 identifies special housing needs in La Verne except farm workers and the homeless.

Each group is described in this section:

- ELDERLY - More than one-third of the households in La Verne are headed by someone over 65 years of age. The elderly population is concentrated in census tracts 4016.01 and 4016.03, and in particular in the Lordsburg planning area (Area 7).

  Many seniors live alone in mobile home parks or at Hillcrest Homes. Mobile home residents are likely to need assistance with home maintenance problems that may be addressed through the City's housing rehabilitation program that provides grants or loans to those who qualify.

- HANDICAPPED - About one household in eight in La Verne has at least one member who is handicapped; however, not all of these households will require modifications to their dwelling units or other forms of assistance.

  Special needs of handicapped persons may include modifications involving wheelchair accessibility, hand railing, and internal living space modifications. Handicapped households are concentrated in census tract 4016.01.

- LARGE HOUSEHOLDS/OVERCROWDING - There are just under 1,464 households in La Verne with five or more members (about fourteen percent (14%) of all households). However, not all of these households have special needs.

  Other statistics describing the city population, in particular the preponderance of families with children and



GOAL: To provide adequate variety and supply of housing to meet the existing and future needs of all residents in the San Gabriel Valley.

POLICIES:

- ☑ Encourage the development and construction of a variety of housing types, prices and tenures for all economic levels and special needs groups of the population.
- ☑ Encourage the development of housing types compatible with the needs of local and subregional employees.
- ☑ Encourage the use of alternative and/or innovative housing construction techniques and housing types, consistent with local ordinances and Uniform Building Code.
- ☑ Support the coordination of regional agencies to provide housing for the elderly, handicapped, homeless and other special needs groups.

the predominance of single-family dwelling units, indicate that most of the large households are likely to be nuclear families with three children. These are households whose needs can be met through the conventional housing market.

The ratio of overcrowded households to large households (those most likely to be overcrowded) is very small in most parts of La Verne. This conclusion is supported by data on overcrowding. The only exception is Tract 4015.00, which includes South La Verne. In this area, the ratio of overcrowded households to large households is fifty-nine percent (59%).

- Female Head of Household - Approximately twenty-three percent (23%) of the households in La Verne are headed by women (2,483 households). These households are concentrated in census tract 4015.00. Approximately eighteen percent (18%) of these or 447 were single parent households, women with children. The remaining households (women without children) are likely to be elderly women living alone.

- Farm Workers - The Southern California Association of Governments (SCAG) prepared a Regional Housing Allocation Model (RHAM) which indicates that La Verne has 80 low income farm worker households.

  The loss of the citrus groves and packing industry has left few agricultural jobs in the City. There are no longer migrant farm workers in La Verne who need housing during the harvest.

  The farm worker households identified by SCAG are most likely employed by ornamental nurseries located in town. Housing needs of farm workers are addressed through the various housing programs of the housing element.

- Homeless - The City of La Verne recognizes the increasing significance of the homeless problem and the need to address this issue on a local level. In order to effectively respond to the issue of La Verne's homeless, we must identify the nature of this population, as well as their numbers.

  The 1990 Census recorded no homeless in the City of La Verne. The City presently has no emergency shelters of its own.

Homeless persons in the City, that may be present at any given time, are provided emergency services, such as food, clothing, and shelter by community churches. La Verne's Church of the Brethren serves as the primary provider to the homeless and estimates the City's homeless population to be very small. In fact, the church annually provides shelter to only approximately 12 individuals/ families throughout the year, including refugees.

Emergency shelter is also provided by the American Red Cross and the Salvation Army in the neighboring City of Pomona.

Public and private social organizations which serve the community indicate that most "homelessness" in La Verne is best defined as temporary displacement - the result of job layoff, eviction, or family disputes.

The resources of community churches and organizations appear adequate to handle this type of homelessness in La Verne, directing the City's efforts toward preventative measures. Therefore, our emphasis must be in identifying those who are potentially at risk of becoming homeless and providing the necessary assistance.

To help address the needs of the homeless, the City has directed Community Development Block Grant (CDBG) funds to programs developed to aid the homeless or those in danger of becoming homeless. These programs include the Pomona-Inland Valley Hunger Program, Pomona Neighborhood Center's Cold/Wet Weather Emergency Shelter Program For The Homeless, and the House Of Ruth. These programs are discussed in greater detail in the Housing Program section of this housing element.

In addition, the City adopted the Foothill Boulevard Specific Plan in 1989 which allows community facilities including shelters for the homeless to be established within the Commercial Office (CO) district as conditional uses requiring the approval of a conditional use permit by the City.

The City has a number of housing programs designed to address the needs of the above mentioned groups. These programs are discussed in the following section and are summarized in TABLE H-6.

- ☑ Explore the use of incentives for integration of moderate, and lower, income households, elderly households, and other special needs households into residential developments as appropriate.
- ☑ Support the development of a planned strategy that identifies programs and funding sources for aiding homeless individuals.
- ☑ Explore an appropriate housing replacement program for freeway/ transit construction projects in San Gabriel Valley.



GOAL: To provide decent and affordable housing within a safe living environment for moderate and lower income residents in the San Gabriel Valley.

POLICIES:

- ☑ Promote joint public-private endeavors to achieve the construction of moderate and lower income rental units.
- ☑ Support moderate and lower income housing that maintains design, construction, and maintenance standards applied to all other housing in San Gabriel Valley.
- ☑ Encourage the use of innovative land use techniques and construction methods to minimize housing costs without compromising basic health, safety and aesthetic considerations.

In addition to these housing programs, this housing element also contains goals and policies for preservation of La Verne's housing and neighborhoods; the provision of adequate housing for all economic segments of the community; the provision of adequate sites for housing; and, equal access to housing regardless of race, sex, national origin, physical or marital status.

Issues, Goals & Policies

The following goals and policies address the City's housing issues:

ISSUE: 1 Housing Stock

La Verne is primarily a residential community. Most of the homes were built after 1970. A substantial percentage, however, were constructed before 1940 and are in need of maintenance and repair.

GOAL: 1 PRESERVE OUR HOUSING & NEIGHBORHOODS.

POLICIES: *We shall:*

1.1 Maintain a strong code enforcement program.

IMPLEMENTATION MEASURES:

a. An effective code enforcement program will continue to assist in the implementation of City housing programs.

Code enforcement responsibilities were transferred to the La Verne Police Department in January 1994.

b. Establish a neighborhood beautification program aimed at CDBG target census tracts and the apartment buildings on Price and Hayes Drive.

1.2 Develop a residential property maintenance ordinance as part of the Zoning Ordinance revision.

IMPLEMENTATION MEASURES:

a. Enact property maintenance and occupancy ordinances.

b. Allocate staff time to implement the property maintenance and occupancy ordinances and maintain an effective code enforcement program.

1.3 Study a residential property occupancy procedure requiring pre-sale code inspection and compliance before title to the property is transferred.

IMPLEMENTATION MEASURE:

a. Explore a feasible means of tracking and inspecting property transfers for code compliance.

1.4 **Continue to use Community Development Block Grant (CDBG) and redevelopment funds to provide below market interest rate loans and grants to lower income households for the repair and upgrade of their homes.**

IMPLEMENTATION MEASURES:

a. The Housing Rehabilitation Program will continue to provide housing rehabilitation grants and low interest loans to low income households using redevelopment 20% tax increment housing funds.

b. Use CDBG funds to fund the tool bank component of the residential rehabilitation program.

1.5 **Expand the residential rehabilitation program to include loans for repair of rental properties.**

IMPLEMENTATION MEASURES:

a. The Rental Rehabilitation Program will continue to provide rental housing rehabilitation subsidies, grants and low interest loans to eligible households using redevelopment 20% tax increment housing funds.

The Redevelopment Agency uses these funds for the purposes of increasing, improving and preserving the City's supply of housing for persons and families of low/moderate income.

b. Initiate a neighborhood housing services (NHS) program.

This program involves a revolving loan fund used by low and moderate income homeowners to repair and rehabilitate their units. Seed money for the loan fund can be obtained from the Neighborhood Reinvestment Corporation (NRC), a national nonprofit corporation. An NHS program is a local partnership of business people, local government and homeowners that work together to stabilize and improve residential neighborhoods.

c. Allocate additional staff time to expand the residential rehabilitation program to include loans for repair of rental properties.

1.6 **Expand the residential rehabilitation program to include a tool bank and expert advisors for homeowners who want to do the repair work themselves.**

IMPLEMENTATION MEASURE:

a. Allocate additional staff time to expand the residential rehabilitation program to include a tool bank and rehabilitation advisors.



GOAL: To expand and coordinate public and private financing for housing in the San Gabriel Valley.

POLICIES:

- ☑ Promote public-private joint ventures in the development of housing in San Gabriel Valley.
- ☑ Encourage greater development and utilization of federal, state and local programs, as well as private funding sources, to ensure adequate funding of housing programs.
- ☑ Consider, where appropriate, the inclusion of units for moderate and lower income families as part of private sponsored housing developments.
- ☑ Encourage increased efforts of private lenders to provide alternative financing methods to make home ownership available to a greater number of households of all socio-economic levels.

1.7 **Continue to provide specialized assistance on the repair and maintenance of mobile homes.**

IMPLEMENTATION MEASURE:

a. Allocate additional staff time to expand the residential rehabilitation program to include repair and rehabilitation assistance for mobile homes.

1.8 **Monitor at-risk affordable housing units by maintaining contact with property owners.**

IMPLEMENTATION MEASURES:

a. Communicate the City's desire to preserve the units as affordable.

b. Explore local incentives that can be offered to property owners to preserve these units.

ISSUE: 2 **Historic Homes**

Many of our homes date back to the turn of the 20th Century. These homes are as important to us today as they were to the original Lordsburg settlement. Unfortunately, time has taken its toll on many of our older homes that are now in need maintenance and preservation.

GOAL: 2 **PROMOTE THE HISTORIC PRESERVATION OF HOMES & OTHER STRUCTURES THAT ARE PART OF LA VERNE'S PAST.**

POLICIES: *We shall:*

2.1 **Continue to designate Lordsburg (Neighborhood 7) and South La Verne (Neighborhood 8) as target neighborhoods for concentrated housing rehabilitation assistance under the programs in Policies 1.4 and 1.5 above.**

IMPLEMENTATION MEASURE:

a. Continue the current residential rehabilitation program for owner occupied units at a level of approximately 30-40 grants and 3-5 loans per year for the next five years.

2.2 **As part of a citywide historic preservation ordinance, prepare guidelines and standards to assist property owners of historic homes to repair and renovate them on a historically and architecturally sensitive manner.**

IMPLEMENTATION MEASURE:

a. Housing Preservation Incentives will offer inspiration for the preservation of housing:

- Use of Mills Act contracts to preserve identified historic or significant structures for a minimum 10-year cycle including contract terms to maintain affordability.
- Creation of a La Verne Redevelopment Agency cost center to fund preservation linked housing programs including adaptive reuse.

- Housing rehabilitation and loan programs serving historic Lordsburg neighborhoods.
- Reduce building permit fees for earthquake or other disaster affected residential housing stock.

ISSUE: 3 Housing Needs: Existing & Future

The cost of new housing in La Verne is so high that low and moderate income households cannot afford to buy or rent new homes in the City. Existing affordable housing includes mobile homes, apartments and smaller homes in the older sections of the City.

GOAL: 3 MAINTAIN A BALANCE OF HOUSING TYPES & PRICE LEVELS TO MEET THE NEEDS OF ALL RESIDENTS OF OUR COMMUNITY.

POLICIES: *We shall:*

3.1 Continue to retain existing mobile home parks in La Verne.

IMPLEMENTATION MEASURE:

a. Enact restrictions on subdivision of mobile home parks.

3.2 Continue to enforce provisions of the Condominium Conversion Ordinance limiting conversion of apartments to condominiums.

IMPLEMENTATION MEASURE:

a. Continue to enforce the Condominium Conversion Ordinance and discourage conversions in order to preserve existing affordable housing.

3.3 Increase the chances of home ownership for low and moderate income households through a "sweat equity" program in which the participants pay their share of housing costs by helping to construct new houses.

IMPLEMENTATION MEASURE:

a. Explore the feasibility of a fund offering loans or grants for the development of sweat equity housing on infill lots.

3.4 Continue to preserve senior occupancy mobile home parks in La Verne

IMPLEMENTATION MEASURES:

a. Continue to enforce the Mobile Home Rent Control Ordinance to ensure affordability of housing in mobile home parks and to keep rent increases at very reasonable levels. Increases in rent will be no greater than the U.S. Department of Labor Consumer Price Index.

b. Examine the feasibility of purchasing a mobile home park or condominium devel-

- ☑ Consider traditional and creative financing mechanisms, by the appropriate governmental agencies, for the development of affordable housing.
- ☑ Work with private lenders to implement Community Reinvestment Act compliance to achieve local housing goals.

GOAL: To maintain and enhance the quality of the existing housing stock.

POLICIES:

- ☑ Encourage the rehabilitation of deteriorating housing in the San Gabriel Valley.
- ☑ Promote maintenance rehabilitation programs oriented toward the preservation and improvement of older single-family and multi-family dwellings.
- ☑ Encourage the adaptive re-use and/or recycling of existing abandoned or vacant commercial buildings for the purpose of housing, where deemed compatible with local land use policies and controls.

opment through Revenue Bonds to ensure long term affordability of housing.

3.5 **Continue to support the role of Hillcrest Homes (a retirement community) in providing for the housing needs of senior citizens.**

IMPLEMENTATION MEASURE:

a. Work with church groups and community service organizations to form an "assistance squad" to help seniors and the handicapped with some of the simpler maintenance chores around their homes.

3.6 **Require that all new projects for senior citizens and the disabled have designers and operators experienced in serving these groups.**

IMPLEMENTATION MEASURE:

a. Require proof of experience and proper credentials of contractors, designers and operators.

ISSUE: 4 **Affordability**

Between 1988 and 1994, La Verne was to provide 137 very low, 163 low, and 181 moderate income housing units in accordance with the Regional Housing Needs Assessment prepared by the Southern California Association of Governments (SCAG).

The City will continue to use these housing allocations until SCAG produces a new regional housing needs plan. Studies show that there is overpayment of housing in La Verne: eighty-one percent (81%) of the City's low income households are paying over thirty percent (30%) of their income for housing. An analysis shows that assisted affordable housing units are at risk of conversion to non-affordable status potentially reducing the City's affordable housing stock.

GOAL: 4 **PROVIDE ADEQUATE HOUSING FOR ALL ECONOMIC SEGMENTS OF OUR COMMUNITY.**

POLICIES: *We shall:*

4.1 **Continue and expand housing programs identified in TABLE H-6.**

IMPLEMENTATION MEASURES:

a. Where named as the responsible agency, continue the housing programs described in TABLE H-6.

These programs will be used to attain the Regional Housing Needs Assessment (RHNA) goals for needed units (RHNA goals for new units are shown in TABLE H-1).

b. Determine how changes in tax law affect bonds issued under the Redevelopment Construction Loan Act (SB99).

If financially feasible, develop single-family subdivision affordable to first time buyers, which was funded by a $24 million bond issue in 1983. If financially feasible, develop an additional 200 units by this means.

c. Compile information on sources of funding for housing and housing programs for affordable housing. This information can be obtained from the State Department of Housing and Community Development (HCD). This information will be updated on a yearly basis.

d. Explore the feasibility of a fund offering loans or grants for the provision of special needs housing falling into the following key categories:

- Senior Citizens/Low-Moderate Income
- Physically Handicapped
- Female Head of Household

4.2 **Cooperate with the Los Angeles County Community Development Commission, the U.S. Department of Housing and Urban Development and nonprofit organizations seeking to expand the supply of affordable housing.**

IMPLEMENTATION MEASURE:

a. Apply for funds from the California Self-Help Housing Program (CSHHP) through the State Department of Housing and Community Development (HCD).

This program funds local government agencies and nonprofit corporations, who in turn fund building and rehabilitation of residential projects for low and moderate income households. CSHHP also provides information to self-help housing organizations including conferences, information on financing sources, and building techniques.

4.3 **Encourage private lenders to provide alternative financing methods to make home ownership available to a greater number of households.**

IMPLEMENTATION MEASURE:

a. Explore the feasibility of a fund allowing the Agency to write down land costs for developers who agree to provide 25 percent of the units constructed for very low to moderate income first-time home buyers.

The program will be funded through redevelopment housing funds and in part by affordable housing linkage fee revenues.



b. The Los Angeles County Mortgage Credit Certificate (MCC) program offers the first time homebuyer a federal income tax credit.

This tax credit reduces the amount of federal taxes the holder of the certificate would pay. It can also help the first time homebuyer qualify for a loan by allowing a lender to reduce the housing expense ratio by the amount of tax savings.

4.4. **Continue participation in the Section 8 Existing Housing Rental Assistance program, under contract with the Los Angeles County Housing Authority.**

IMPLEMENTATION MEASURE:

a. Continue to cooperate with the Los Angeles Community Development Commission (LACDC) Section 8 Certificate/Voucher Rental Assistance Program.

The program provides rent payment subsidies from HUD to very low income households in privately owned units. This program is funded through HUD rent subsidy funds and administered by the LACDC/Housing Authority. As of March 1993, there were 36 assisted households in La Verne.

4.5 **Encourage innovative housing types that will help meet the City's "fair share" of low and moderate-income housing.**

IMPLEMENTATION MEASURES:

a. Develop additional incentives for development of affordable housing units.

These incentives can include City-funded architectural and landscape amenities, reduced processing times, and City procured State funding.

b. The Fair Housing Program will continue to provide fair housing services.

The program is funded through Community Development Block Grants (CDBG) funds and Administered by the Fair Housing Foundation to ensure that housing consumers are given an equal opportunity to rent, lease or purchase housing of their choice without regard to race, national origin, religion, handicap, sex, familial status, age, sexual orientation, marital status or other arbitrary reasons. Services include but are not limited to investigations of discrimination complaints, landlord tenant services and fair housing information and education. Persons served under this program are primarily (60%+) of low and very low income.

4.6 Encourage the use of single family dwelling units as a source of affordable rental stock.

IMPLEMENTATION MEASURE:

a. Explore innovative means to reuse existing housing stock to accommodate the needs of renters.

ISSUE: 5 Housing Development

Existing vacant residential land is located primarily in hillside areas with significant environmental constraints. Remaining large parcels of vacant property in La Verne are zoned for future industrial and commercial uses, limiting the opportunity for any more substantial housing development.

GOAL: 5 PROVIDE ADEQUATE SITES TO MEET OUR COMMUNITY'S HOUSING GOALS.

POLICIES: *We shall:*

5.1 Prohibit housing development on land that is environmentally unsuitable.

IMPLEMENTATION MEASURE:

a. Require appropriate environmental studies to assure suitability for housing development.

5.2 Through density bonuses and fee reductions, encourage inclusion of affordable housing in mixed-use planned developments.

IMPLENETATION MEASURE:

a. The City will grant density bonuses, pursuant to Government Code Section 65915.

The City will grant a density bonus of at least 25 percent over the maximum density allowed for the property, and an additional incentive, or financially equivalent incentive(s), to a developer of a housing development agreeing to construct at least:

- 20% of the units for lower-income households; or
- 10% of the units for very low-income households; or
- 50% of the units for senior citizens.

5.3 Target the Lordsburg area (Neighborhood 7) for higher density mixed commercial and small scale rental residential development in order to provide increased housing sites for the elderly and handicapped.

IMPLEMENTATION MEASURE:

a. Encourage mixed-use projects (commercial and residential) in the Lordsburg neighborhood under the Lordsburg Specific Plan.



ISSUE: 6 Special Housing Needs

Households with special needs often have the hardest time finding adequate housing. La Verne has significant populations of the following special needs groups: the elderly, the handicapped and low income households headed by women (with and without children). Although not a large special needs group in La Verne, the homeless are in need of assistance as well.

GOAL: 6 ENSURE EQUAL ACCESS TO HOUSING REGARDLESS OF RACE, SEX, NATIONAL ORIGIN, PHYSICAL OR MARITAL STATUS.

POLICIES: *We shall:*

6.1 Encourage use of barrier-free architecture in new housing development.

IMPLEMENTATION MEASURES:

a. Review building and development requirements and standards and modify those found to be unnecessary or excessive.

b. Encourage the use of manufactured housing provided they meet State standards and are in accordance with the La Verne Municipal Code and Uniform Building Code.

c. Prepare and distribute a pamphlet outlining the requirements for residential construction.

Streamline the application process for development of these units, and consider removal of other restrictions that are currently part of the zoning ordinance.

6.2 Support the efforts of nonprofit organizations providing information, counseling and arbitration on fair housing laws and landlord-tenant laws.

IMPLEMENTATION MEASURES:

a. Continue to work with the Fair Housing Foundation of Long Beach to promote fair housing practices in La Verne.

b. Prohibit discrimination against families in rental housing.

6.3 Encourage construction of second units for elderly housing in La Verne.

IMPLEMENTATION MEASURES:

a. Continue to review applications for the construction of second units on single family residential lots subject to the approval of a conditional use permit.

b. Identify a staff person to act as an "ombudsman" for homeowners interested in constructing a second unit.

This staff person would be knowledgeable about City processes and requirements for second units and would be able to assist the homeowner with application completion and processing.

6.4 Combat discrimination and red-lining practices in mortgage lending and insurance underwriting.

IMPLEMENTATION MEASURES:

a. Continue to enforce state and federal anti-discrimination laws.

b. Withdraw City business from institutions that discriminate and engage in red-lining.

6.5 Support local, nonprofit agencies near La Verne that serve the homeless.

IMPLEMENTATION MEASURES:

a. Give local nonprofit organizations serving the homeless (such as People Place in Claremont, Pomona Valley Council of Churches, or Tri-City Mental Health) a yearly grant for their work.

b. Continue to participate by allocating CDBG funds toward the Pomona-Inland Valley Hunger Program that provides verified low-income persons a five-day supply (15 meals total) of emergency food assistance.

The program provides food to hungry people and seeks to prevent homelessness.

c. Allow nonprofit organizations that provide services to the homeless (including shelters) to locate in specified commercial and industrial zones with a conditional use permit. Amend the zoning ordinance to include standards for these uses.

d. Continue to participate in L.A. County's Cold/Wet Weather Emergency Shelter Program For The Homeless to provide emergency shelter services to homeless residing in the City of La Verne.

The program provides emergency shelter services during the cold and rainy period of the year, from November through March. During weather-activation periods, shelters are open when temperatures are 40 degrees or below or when there is a 50% or higher probability of rain.

Homeless people are picked up at designated sites and transported to shelters where they receive food and lodging, and returned to the pick-up sites the following morning.



Women, children, the handicapped and elderly are provided with vouchers for transportation and overnight stays at local motels.

e. Continue to allocate CDBG funds to the House of Ruth, which provides quality domestic violence services to low and moderate income battered women and their children from the City of La Verne.

The program includes 24-hour accessibility, emergency safe shelter and outreach and prevention services.

f. Compile an information and referral resource list of organizations in the area that assist the homeless (including those in danger of becoming homeless).

This list will be made available at city hall and distributed to local nonprofit agencies and the police and fire departments.

6.6 Consider allowing shelters, counseling centers and other services for the homeless to operate in La Verne with a conditional use permit.

IMPLEMENTATION MEASURE:

a. Allow housing and health services within the Foothill Corridor with a conditional use permit.

6.7 Support and encourage sweat equity and limited equity cooperative housing programs.

IMPLEMENTATION MEASURE:

a. Establish a cooperative housing program under the direction of the community development department to assist in the development of affordable housing projects in the City.

The program shall include, but not be limited to, the following components:

- Establishment of a sweat equity housing program for vacant infill lots.
- Designation of a building division staff member to provide skilled construction assistance to participants in sweat equity housing programs.
- Provision for technical assistance to other individuals or organizations wishing to establish cooperative housing programs in the City.
- Loan and/or grant funding from block grant funds, a portion of the redevelopment agency's required housing set-aside funds, or other source available to the City.

Housing Strategy

The last update of La Verne's Housing Element was made in 1989. State mandate requires housing elements be updated no less than once every five years. The mandatory update deadline for La Verne's element was July 1, 1994; however, a series of legislative bills have extended the planning periods of existing housing elements. The current due date for this update is June 30, 1999. This update is based on 1990 census data and on information contained in the general plan.

Quantified Objectives

The City of La Verne's objectives were discussed in the preceding section. Quantified objectives estimate the maximum number of housing units, by income level, that can be constructed, rehabilitated, and conserved over the next five years. La Verne's quantified objectives are reflected on TABLE H-14.

Housing Development Constraints

This section is an analysis of non-governmental and governmental constraints upon the maintenance, improvement, and development of housing for all income levels. The City of La Verne can do little to reduce major non-governmental constraints but has made strong efforts to reduce or eliminate constraints where possible.

Nongovernmental Constraints:

- Construction Costs - Construction costs for a wood frame single-family house of average to good quality and ranging from 1,501 square feet to 3,000 square feet is approximately $66.30 per square foot. Rising costs of housing construction can be attributed to the rising costs of building material and energy.

- Land Costs - Land costs in La Verne have risen over the last few years due to the dwindling supply of vacant land and the general desirability of the area. The cost of a residential lot is $100,000-$300,000 in the northern part of the City and $60,000+ in the southern portion. The increase in land costs consequently result in an increase in housing costs.

- Financing - Major private market constraints to housing production include the availability and cost of financing, availability and cost of land and construction materials and labor costs. Of these, the availability and cost of financing is critical.

- Interest Rates - High fluctuating interest rates tend to result in homes out of the reach of most consumers. Current interest rates have permitted a housing recovery; however, these rates still deny a certain percentage of households the opportunity for



home ownership and make it difficult for some renters to find affordable rental housing.

- Profit, Marketing and Overhead - Rising marketing and overhead costs contribute to the rising costs of housing. These increased costs result from the need to attract buyers through increased and expensive advertising and marketing strategies.

GOVERNMENTAL CONSTRAINTS:

- Land Use Controls - Much remaining vacant residentially-zoned land in La Verne is located in the hillside areas with significant environmental and development constraints such as steep slopes, fire hazards, flooding and mudslide hazards. Building to mitigate these hazards and to preserve as much of the environmentally sensitive terrain as possible drives up the cost of development in these areas.

  Residential land use designations in the City provide for a wide range of housing types. Allowable densities varying from 0-2 units per acre in the single-family zone, to up to 15 units per acre in the high density multiple-family zone.

  Most of the land in the City is designated and used for single-family homes; however, some smaller parcels with multi-family zoning designations are still available for infill development, and adoption of the Foothill Boulevard Specific Plan and the Lordsburg Specific Plan have created additional opportunities for the development of multi-family and senior citizen housing as well as mixed use projects involving a mix of residential and commercial uses. The Foothill Boulevard Specific Plan also allows, as conditional uses within the Commercial Office (CO) district, the establishment of homeless shelters and/or transitional housing as conditional uses subject to the approval of a conditional use permit.

The City has adopted other policies which aid the maintenance and development of affordable housing including mobile home rent control, and density bonuses to projects which produce senior or affordable dwelling units (see Housing Programs).

The City's land use controls do not pose a constraint to the development of affordable housing but rather help to ensure safe and orderly housing development throughout the City. The City's standards allow a wide range of residential development, from single-family to multi-family residential, and are necessary to maintain quality of life in both existing and future residential developments. TABLE H-8 contains the City's residential development standards.

- Site Improvement Requirements - Site improvements are generally based on individual development proposals. Although all similar types of projects are subject to the same basic requirements, individual characteristics of the site, surrounding area, project proposal, and environmental setting also serve to determine what site improvements will be required.

  Site improvement requirements are necessary to address concerns relating to drainage, grading, access, traffic, public safety, right-of-way improvements and environmental impacts as they relate to the individual development proposal. Required site improvements are determined during the City's development review process under Title 18 of the La Verne Municipal Code.

- Building Codes - The City has adopted, by reference, the Los Angeles County Building, Electrical, Plumbing and Mechanical Codes. These codes are enforced by the Building Division of the Community Development Department under direction of the City's Building Official who is the Community Development Director. These codes are referenced in Title 15 of the La Verne Municipal Code.

  Application and enforcement of the building codes may impact the overall cost of a housing development but does not necessarily result in a constraint on the development of affordable housing. It is the City's goal to not only provide housing opportunities for all income classes, but that the housing is safe and meets applicable and generally accepted building codes. All new construction is subject to the Building Codes.

- Environmental Issues - Environmental constraints can limit the amount of development that could otherwise be proposed. This situation tends to increase the cost of the resulting housing project. As mentioned above, much of the remaining vacant residentially zoned land in the City is located in the environmentally sensitive hillside areas, and for this reason, allowable densities are very low.

  Environmental and development constraints tend to prohibit or restrict development of these areas. Environmental constraints are closely tied to land use constraints and environmental review is performed in accordance with the California Environmental Quality Act (CEQA). There is little the City can do to eliminate this constraint.

- Fees and Improvements - Fees for residential development in La Verne average approximately $13,000-$15,000 per unit in the



hillside areas and approximately $9,000-$10,000 per unit in the rest of the City (not including plan check or permit fees).

The amounts of development fees that are charged vary based on the type, complexity, location and impacts generated by the project. For example, a project located in the hillside areas of the City would require higher processing and improvement fees than one that is not in the hillsides due to environmental reviews and the complexities of hillside developments. La Verne's fees are comparable to those of nearby communities and other jurisdictions in Southern California. TABLE H-9 lists the City's typical project processing fees as of July 1995.

To aid in the development of affordable housing, the City charges a Housing Impact Linkage Fee for Affordable Housing. The City charges $1,500 per new residential unit in projects of three or more units for which purchase or rental value exceeds estimated affordability at the current county median income level as determined by the Community Development Department.

Housing projects within the redevelopment project area may be exempted by the City Manager (LVRA Executive Director) where the applicant has agreed to provide at least six affordable housing units to the City's (or La Verne Redevelopment Agency's) satisfaction. This fee applies to all residential projects authorized by a tentative map, final map, or non-subdivision precise plan approval for the construction of new units.

The City started charging this fee in July 1993, to establish a fund to be used toward the creation of affordable housing and to give incentive for developers of housing projects to provide/construct some affordable units, although no fees were actually collected on a project until 1997.

The housing impact fee has not resulted in a constraint to the development of market rate housing as evidenced in the number of units developed since the last update of the housing element in 1989. Market rate units have continued to be built at a rate of about 100 units per year. The construction goal of 449 upper income housing units, as identified in the Regional Housing Needs Assessment (RHNA) has been met with approximately 800 units constructed since 1989.

To encourage the production of affordable housing, the City, at the discretion of the city manager, may also grant fee reductions in project impact or processing fees where a project provides ten or

more units to families falling below the county median income level in accordance with applicable State/Federal housing guidelines. The fee reduction may reach a maximum 30 percent.

- Local Processing and Permit Procedures - In the past, the time from first application to issuance of an occupancy permit could be as long as 18 months, a time period that was comparable to neighboring cities.

  In 1991, the City Council adopted new permit streamlining procedures that have helped to expedite permit approvals (3-6 months in many cases). Six procedures were instituted to aid processing and permit procedures. The City is convinced that these procedures have been successful although it may not be possible to translate this success into a number of affordable housing units constructed since several housing projects have been approved by the City but many were never constructed by the developer.

  These procedures include:

  1. Elimination of Unnecessary Review - Elimination of Development Review Committee review for all applications in which no new construction is involved.
  2. Increased Building Division Hours - The principal building inspector is available up to four additional hours a week to provide afternoon service for those applicants unable to make the morning schedule.
  3. Computer Tracking - Building division logs are to be placed on a computer tracking system by contract building staff.
  4. Staff Development - Community Development Department training programs and a customer service training program for all City employees are to be provided.
  5. Revised Project Deposit System - Program revisions to the billing system to streamline and reduce time spent producing and processing billings.
  6. Public Information:
     - Implementation of a series of public information workshops - one each for homeowners and small business people - in cooperation with the Chamber of Commerce.
     - Completion of the ongoing update of the brochure series to keep the general public well informed of City procedures.



- Completion of the pending release of a quarterly development newsletter.
- Development of a handbook, in cooperation with the City's business license staff and Chamber of Commerce, geared to new business people.

Land Inventory

As indicated in TABLE H-7, the estimated total number of new units that could be constructed on vacant land is 737 with an additional 50 units possible with density bonuses. MAP H-3 identifies the general location of significant vacant land.

The location and condition of remaining vacant residentially zoned land places a significant limitation on La Verne's ability to accommodate its share of the regional housing need. As TABLE H-7 reflects, much of this land is in hillside locations with many environmental constraints and development limitations. Due to slope instability, access problems, lack of water and sewer service, and drainage problems, whatever development does occur here must be low density (less than one unit per acre in many instances) and is likely to be expensive because of the cost of improvements. Historically, affordable housing developments have required densities of approximately 10-15 dwelling units per acre in La Verne.

Freeway Development - The route of the proposed Foothill Freeway through La Verne will consume a great deal of land which might otherwise be suitable for development, both for housing and for other uses. Development of the freeway is expected to result in the loss of approximately 200 homes; fortunately, none of these homes are considered low income housing units.

Commercial/Industrial Land - In today's municipal finance climate, it would be fiscally irresponsible for La Verne to completely devote its limited amount of potentially revenue-producing commercial and industrial lands to residential use. In addition, many vacant commercial and industrial sites are not suitable for residential use due to noise, traffic and incompatible land uses.

Vacant Sites

TABLE H-7 and MAP H-3 identify significant vacant sites that could be developed for housing. Although only significant sites are identified in this inventory (sites offering development potential of more than one dwelling unit), there are actually many vacant single dwelling lots throughout the developed neighborhoods of the City.

Most of the identified sites are zoned for single family housing development, whether for attached or detached units. Availability of these vacant sites indicates that there are still opportunities for the development of affordable housing in La Verne.

The following section is a discussion of each of the significant sites identified in the inventory.

SITE 1

Property Size: 14.25 acres located on the hillsides of North La Verne.

Land Use & Zone: The general plan land use designation is Hillside Residential allowing 0-2 dwelling units/acre. The zoning is Limited Agriculture which would allow only one single family residence on this single parcel. Development of a single family residential subdivision would require both a zone change (specific plan) and a general plan amendment. An approved specific plan will determine the density allowable, however, initial review by the City indicates that the property can support no more than approximately 20 units.

Public Utilities and Infrastructure: All utilities and infrastructure exist close to the property along the major access street; however, providing utilities directly to the site will be costly due to on-site topography. In addition, all internal streets are to be design to the City's specifications.

Special Considerations: This site is located within a hillside area with rough terrain, natural drainage courses, and many environmental and development constraints. Development of this site would require approval of a subdivision map, an environmental impact report, zone change (specific plan), and a general plan amendment.

Opportunities for Affordable Housing: Because of the site location and the many environmental and development constraints, development of this site is likely to be costly with opportunities for production of affordable housing very unlikely.

Development Potential: 20 upper income single-family units based on development constraints analysis.

SITE 2

Property Size: 41.23 acres located on the hillsides of Northeast La Verne.

Land Use & Zone: The general plan land use designation is Hillside Residential allowing 0-2 dwelling units/acre. Development of this site is regulated under an approved specific plan (Emerald Ridge Specific Plan) and environmental impact report. The specific plan allows the development of 33 single-family residential units.

Public Utilities and Infrastructure: The developable portions of this property are surrounded by significant stands of oak trees and moderately rough terrain. No utilities or infrastructure currently exist on site.

Special Considerations: Development is subject to the approved specific plan and environmental impact report.



Opportunities for Affordable Housing: Because of site location, environmental and development constraints, development of this site will be costly with little or no opportunities for affordable housing development.

Development Potential: 33 upper income single-family units based on the adopted residential specific plan and certified environmental impact report.

SITE 3

Property Size: 1.38 acres located in Central La Verne.

Land Use & Zone: The general plan land use designation is Low Density Residential allowing 0-5 dwelling units/acre. The zoning is Planned Residential 10 units/acre, attached (PR10A). Based on the allowed density of 10 units/acre, there is a potential development of 14 attached or senior dwelling units with the possibility of a density bonus for projects offering affordable housing units.

Public Utilities and Infrastructure: Public utilities and infrastructure are available to this site since surrounding parcels have been developed residentially; however, onsite utilities and infrastructure are required for development.

Special Considerations: This site is in close proximity to the future Route 30 Freeway.

Opportunities for Affordable Housing: There is opportunity to encourage the development of some affordable housing on this site through a 25% density bonus.

Development Potential: 14 single-family units based on a density of 10 units per acre or 17 units with a 25% density bonus if affordable or senior housing is proposed.

SITE 4

Property Size: 8.94 acres located in Central La Verne.

Land Use & Zone: The general plan land use designation is Low Density Residential allowing 0-5 dwelling units/acre and the zoning is Institutional ("I").

Public Utilities and Infrastructure: All adjacent property is developed residentially and all necessary utilities are accessible to this site. Required off-site public improvements will include curb and gutter, sidewalk, etc.

Special Considerations: Development of this site for residential purposes will require a master plan.

Opportunities for Affordable Housing: There is some opportunity for development of affordable units. A 25% density bonus is possible for a project offering affordable units.

Development Potential: 44 single-family units or 55 units with a 25% density bonus.

SITE 5

Property Size: 4 acres located in Central La Verne

Land Use & Zone: The general plan land use designation is Commer-

cial; however, the property is within the Foothill Boulevard Specific Plan and is designated as Study Site #10 which allows commercial development but would also allow a senior housing project at a maximum density of 25 units/acre. A senior housing project would require approval of a conditional use permit.

Public Utilities and Infrastructure: This site has easy access to all required utilities since it is surrounded by both existing commercial and residential uses.

Special Considerations: A senior housing project is the only residential use allowed by zone and would require approval of a conditional use permit.

Opportunities for Affordable Housing: There is opportunity for affordable senior housing which is encouraged through a density bonus that allows 25 units per acre.

Development Potential: 100 senior units based on a density of 25 units per acre.

SITE 6

Property Size: 4 acres located in East La Verne.

Land Use & Zone: The general plan land use designation is Medium Density Residential allowing 0-10 dwelling units/acre. The property is within the Foothill Boulevard Specific Plan area and is designated as Study Site #9. The development standards for this site would allow a medium density residential development of 10 units/acre resulting in 40 units or a senior citizen housing development at 25 units/acre which could result in 100 units.

Public Utilities and Infrastructure: All public utilities are accessible to this site but on and off-site infrastructure improvements will be necessary.

Special Considerations: A conditional use permit is required for a senior citizen housing project. In addition, there are several mature oak trees located on the site. These trees are protected by the Oak Tree Preservation Ordinance and require on site preservation.

Opportunities for Affordable Housing: There is opportunity for affordable units at this site with approval of a 25% density bonus. The site is also located within the City's redevelopment area making redevelopment assistance possible.

Development Potential: 40-50 single-family units with a 25% density bonus if affordable units are proposed or 100 senior units based on a density of 25 units per acre.

SITE 7

Property Size: 6 acres located in Central La Verne.

Land Use & Zone: The general plan land use designation is Commercial. The site is within the Foothill Boulevard Specific Plan area and is designated as Study Site #4 allowing a 48 unit multi-family residential development at 8



units/acre or a 100 unit senior housing development at 25 dwelling units/acre.

Public Utilities and Infrastructure: Required utilities are accessible to the property but internal infrastructure will be required.

Special Considerations: Although this site is designated commercial, the Foothill Boulevard Specific Plan encourages senior or affordable housing development.

Opportunities for Affordable Housing: The property is within the City's redevelopment area and the City will consider a large density bonus to encourage development of senior and/or affordable housing.

Development Potential: 48 multi-family units at a density of 8 units per acre or 60 units with a 25% density bonus if affordable housing is proposed or 150 senior units at 25 units per acre.

SITE 8

Property Size: 8.82 acres located in South La Verne.

Land Use & Zone: The general plan land use designation is Community Facility with a zoning of Institutional ("I") allowing the large retirement facility located on the site (Hillcrest Homes). Hillcrest Homes will be further expanded in accordance with a City approved master plan resulting in about 173 additional units.

Public Utilities and Infrastructure: All required utilities exist at the site with a private street system. Utilities and infrastructure improvements will be in accordance with City standards.

Special Considerations: Further development and expansion of the retirement facility will be in accordance with the City approved Hillcrest Homes Master Plan.

Development Potential: 173 senior units based on the approved master plan.

SITE 9

Property Size: 7.66 acres located in West La Verne.

Land Use & Zone: The general plan land use designation is Low Density Residential allowing 0-5 dwelling units/acre. The zoning is Planned Residential 4.5 units/acre, attached. (PR4.5D). Based on the allowed density of 4.5 units/acre, there is a potential development of 34 detached single family dwelling units.

Public Utilities and Infrastructure: All required utilities are accessible to the site but offsite and onsite infrastructure will be required.

Opportunities for Affordable Housing: This site is within the City's redevelopment area, making it possible to acquire redevelopment assistance where affordable housing production is proposed. In addition, a density bonus may be possible.

Development Potential: 34 detached single-family units based on a density of 4.5 units per acre or 43 units with a 25% density bonus

if affordable units are proposed.

SITE 10

Property Size: .92 acres located in South La Verne.

Land Use & Zone: The general plan land use designation is Low Density Residential allowing 0-5 dwelling units/acre. The site is located within the Walnut Specific Plan area, which allows only residential development and uses. Based on the specific plan standards, this .92 acre parcel has the potential for the development of 8 single family units with two additional bonus units if these are to be made available to low and moderate income households for purchase.

Public Utilities and Infrastructure: All required utilities and infrastructure exist on Walnut Street. Onsite improvements will be required.

Opportunities for Affordable Housing: The walnut neighborhood is within the City's redevelopment area making agency assistance and a density bonus possible for a project offering construction of affordable housing.

Development Potential: 8 single-family units or 10 units, if affordable housing is proposed, of which two must be affordable to low and moderate income households.

SITE 11

Property Size: 39 acres located in the hillsides of South La Verne.

Land Use & Zone: The general plan land use designation is Hillside Residential allowing 0-2 dwelling units/acre. The site is located within the Puddingstone Hill Specific Plan allowing strictly residential uses. Development of the site will require amendment to the specific plan to determine allowable development density. Based on an initial review, about 15 units may be possible.

Public Utilities and Infrastructure: Because of a hillside location with rough terrain, bringing utilities to this site will be costly. In addition no infrastructure exist within the property.

Special Considerations: The site is located on the hillside with many environmental as well as development constraints.

Opportunities for Affordable Housing: Due to high development costs for this site, there is likely to be no possibility for the development of affordable housing.

Development Potential: Approximately 15 upper income single-family units based on a development constraints analysis.

SITE 12

Property Size: 7.21 acres located in the hillsides of South La Verne.

Land Use & Zone: The general plan land use designation is Low Density Residential allowing 0-5 dwelling units/acre. The site is situated within the Industrial



Specific Plan area allowing a maximum of 22 detached single-family dwellings. This site is considered to be Phase III of the "Park La Verne" residential development which was never constructed by the original developer.

Public Utilities and Infrastructure: Public utilities are accessible to the site since the first two phases have been developed. Infrastructure internal to this phase of development has yet to be completed.

Special Considerations: This site is considered to be Phase III of an existing gated residential development.

Opportunities for Affordable Housing: Due to location and nature of the development, affordable housing is unlikely.

Development Potential: 22 detached single-family units.

SITE 13

Property Size: 4.51 acres located in Central La Verne.

Land Use & Zone: The general plan land use designation is Low Density Residential allowing 0-5 dwelling units/acre and the zoning is Institutional ("I"). The site is a vacant 4.51 acre parcel surrounded by existing single-family residences.

Public Utilities and Infrastructure: Public utilities and infrastructure are accessible to the site due to existing development in the area; however, on-site utility and infrastructure improvements will be necessary.

Special Considerations: Development of this site for residential purposes will require a master plan.

Opportunities for Affordable Housing: There is some opportunity for development of affordable housing. A 25% density bonus is possible for a project offering affordable units.

Development Potential: 22 single-family units.

Potential Housing Development

The Regional Housing Needs Assessment (RHNA) identifies the housing need in La Verne by income level. The assessment indicates the need as follows:

Income Group	Units Required	Units Constructed	Deficit
Very Low	137	17	120
Low	163	0	163
Moderate	181	11	170
Upper	449	786	0
Total:	930	814	

As these numbers suggest, the number of upper income group units required has been constructed; however, only 17 very low income group units and 11 moderate income units have been constructed.

Of the thirteen sites identified by the City with housing development potential, 9 sites have possibilities for some affordable housing development

due to either currently allowable densities or higher densities resulting from density bonuses. The housing potential of these sites is summarized below.

	Non-Senior	With 25% Density Bonus	Senior Units
Site 3	14	17	17
Site 4	44	55	-
Site 5	-	-	100
Site 6	40	50	100
Site 7	48	60	150
Site 8	-	-	173
Site 9	34	43	-
Site 10	10	-	-
Site 13	20	-	-
TOTAL:	210		523

These numbers indicate that 210 non-senior units may be possible within these 9 sites and that density bonuses could increase the number by 45 units. Senior housing units, however, may reach approximately 523 units.

Density Bonus

Although current allowable densities in some sites appear low, state density bonus law requires the City to provide at least one 25% density bonus if certain affordability criteria or if senior housing is proposed . Density bonuses aid in the development of affordable housing since developers cannot take advantage of a density increase if affordable units are not made a part of the development proposal.

The City will consider density bonuses pursuant to density bonus law (Government Code Section 65915) for housing projects in which the developer agrees to construct at least:

a) 20% of the units for lower-income households; or
b) 10% of the units for very low-income households; or
c) 50% of the units for senior citizens.

Redevelopment Housing Program

All housing development projects proposed on sites within the redevelopment area must have an affordability component to them as required under the Housing Production Program of the City's Redevelopment Plan. The Housing Production Program requires that:

- At least 30 percent of all new or substantially rehabilitated dwelling units developed by the Agency must be available to persons or families of low- or moderate-income. Of these 50 percent must be available to very-low-income households.

- At least 15 percent of all new or substantially rehabilitated dwelling units developed by parties other than the Agency shall be available at affordable costs to persons or families of low-or moderate-income. Of these, 40 percent must be available at affordable costs to very-low-income



households. This requirement applies in the aggregate, and not to each individual housing development project.

City/Agency Assistance

The City has identified sites in which affordable housing can be developed. Higher densities alone do not give promise of affordable housing development, and to this affect, the City uses the following tools to encourage some affordability in residential projects:

1. Increased building densities in accordance with state density bonus law for projects providing affordable housing and/or senior housing.

2. Requirement of affordable housing units in projects located within the City's Redevelopment Project Area as required in the Redevelopment Housing Production Program.

3. Waiver of Affordable Housing Linkage Fee for projects within the Redevelopment Project area that provide at least six (6) affordable housing units to the City's/Agency's satisfaction.

4. Reduction of impact or processing fees of up to 30 percent for projects providing ten or more affordable housing units to families falling below the County median income level in accordance with applicable State/Federal housing guidelines.

5. Use of available Redevelopment Agency affordable housing funds to assist in the development and preservation of affordable housing.

Energy Conservation

Increasing utility costs have the effect of reducing the affordability of housing. In order to promote energy conservation in residential development, La Verne has employed the following measures:

- Solar Energy - In order to encourage the use of solar energy, the City does not allow one residential unit to block the potential for the use of solar energy by another. In addition, the City has a solar design ordinance that requires passive solar heating in all new single family residential unit subdivisions.
- Title 24 - The City actively enforces Title 24, State of California Energy Construction Standards.
- SCE Programs - To promote conservation of electricity, Southern California Edison provides free energy audits and conservation programs to La Verne residents.
- Design Review - The City's design review process requires a review of energy conservation opportunities during project design review.

Preservation Of Existing Housing

To preserve the soundness of existing single-family homes, La Verne uses Community Development Block Grant (CDBG) funds to provide fair housing services and redevelopment tax increment funds to finance low interest loans and emergency repair grants to lower income homeowners and owners of rental units. Because of the difficulty in constructing new affordable housing in La Verne, the City has focused on retaining both the quality and the quantity of its inventory of existing affordable housing.

La Verne uses the following programs, which are discussed in greater detail in the programs section of this chapter, to preserve existing affordable housing:

- Housing Rehabilitation Program
- Rental Rehabilitation Program
- Mobile Home Rent Control Ordinance
- Condominium Conversion Ordinance
- Fair Housing Program
- Code Enforcement Program
- Housing Preservation Incentives
- Revolving Loan Fund

La Verne currently has two federally-assisted housing developments: a 96-unit apartment called La Verne Terrace (Section 236) and a 140-unit senior citizen housing complex, Canyon Terrace (Section 8). In addition, the City has an 85 unit senior citizen apartment housing complex, called Heritage Village, in which 17 units have rent caps. This project is tax exempt bond financed through the Los Angeles County Housing Authority. These assisted housing projects are discussed further in the following section:

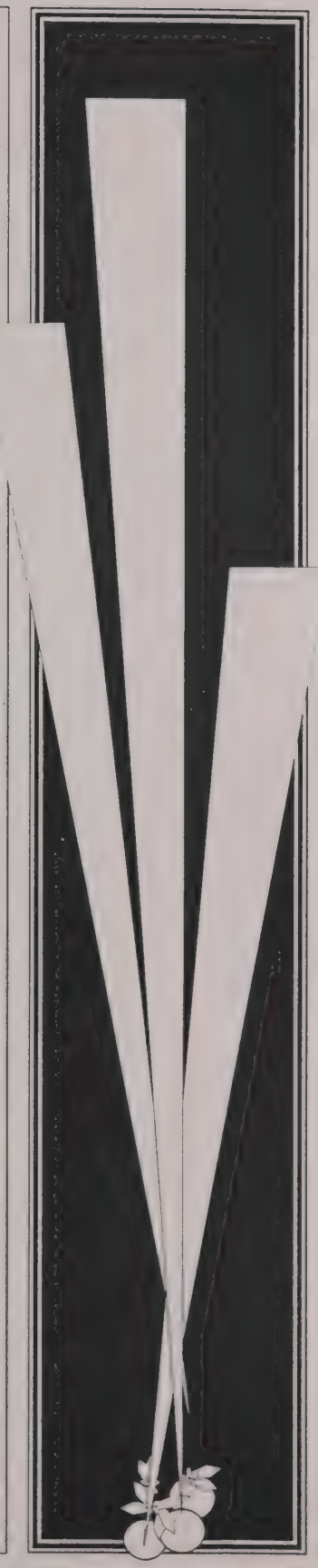
La Verne's Mobile Home Park Rent Control Ordinance and Condominium Conversion Ordinance also serve to preserve affordable housing. Mobile home parks alone contain a total of over 1,700 units and are a major affordable housing resource for senior citizens. The City and the Redevelopment Agency is presently studying the feasibility of purchasing one or two mobile home parks to ensure continued affordability of this housing source.

Assisted Housing

In 1989, State housing element law was amended to require analysis of government-assisted housing with expiring subsidies or affordability restrictions, and development of programs aimed at their preservation. The following must be included in each jurisdiction's housing element as part of its preservation analysis:

- An inventory of assisted housing units that are at-risk of converting to market rate within ten years.

- An analysis of the costs of preserving and/or replacing these units.



- Resources that could be used to preserve at-risk units.

- Program efforts for preservation of at-risk units.

- Quantified objectives for the number of at-risk units to be preserved during the housing element planning period.

This report has been prepared by the City of La Verne for the 1996 Housing Element Update and addresses each of these requirements.

Inventory of Affordable Units

An inventory of all assisted, multi-family rental units was compiled based on a review of the Inventory of Federally Subsidized Low-Income Rental Units at-risk of Conversion (California Housing Partnership Corporation), 1995 Annual Summary: The Use of Housing Bond Proceeds (California Debt Advisory Commission), and additional information gathered by City staff. TABLE H-10 summarizes the results of the inventory.

As shown, there are a total of 254 assisted, multi-family rental units in the City. These units received assistance under a combination of Department of Housing and Urban Development (HUD) programs and the County of Los Angeles Multi-family Mortgage Revenue Bond Program.

The timeframe for the analysis of assisted units is ten years. The initial date for the ten year period is typically tied with the statutory five-year update period for jurisdictions within the Southern California Association of Governments (SCAG) region. The mandatory update for La Verne's element was July 1, 1994; however, a series of legislative bills have extended the planning periods for existing housing elements, in the SCAG Region, to June 30, 1999.

The State Department of Housing and Community Development (HCD) recommends that the inventory be divided into two five-year planning periods, coinciding with the current and subsequent housing element planning period. As shown in TABLE H-10, only the units at La Verne Terrace Apartments are at-risk of losing their use restrictions within the first five year period (June 1996 to June 2001). There are no at-risk projects in the second planning period (July 2001 to July 2006); both Seasons and Canyon Terrace Apartments will be eligible to convert to market rate in 22 and 18 years respectively. A description of each project, including assistance program, households targeted, use restrictions and potential for conversion is described below.

La Verne Terrace Apartments

La Verne Terrace is a 96-unit apartment project constructed in 1972 that serves lower income households. This project received mortgage assistance under HUD's Section 236 program. In exchange, HUD required

the property owner to rent the units to lower income households, or households with incomes below 80% of the area median, at restricted or cost based rents.

Under the Section 236 program, participating owners received financing for up to 90 percent of development costs subsidized to a 1 percent interest rate, and mortgage insurance. To receive this favorable financing, property owners were required to rent units developed under the program at cost based rents for the mortgage term (40 years). Cost based rents are established by HUD and equal the amortization of debt at a 1 percent interest rate, plus operating costs. The cost based rents are $605 for a one bedroom unit and $725 for a two bedroom unit at La Verne Terrace. According to the Plan of Action, dated July 1, 1994, 91 units are currently occupied by Very Low-income households, and 2 units by Moderate income households. The remaining units are not revenue generating. There are 24 one bedroom, and 71 two bedroom units at La Verne Terrace Apartments.

The Section 236 program included provisions permitting owners to prepay the mortgage 20 years from its execution date. The Low Income Housing Preservation and Residential Homeownership Act (LIHPRHA, 1990), however, limits the ability of owners of Section 221 (d)(3) and Section 236 projects to prepay their mortgages. LIHPRHA was passed in response to concern over the prepayment of mortgages on HUD-assisted housing. Generally, the law facilitates the preservation of Section 221 (d)(3) and Section 236 projects by providing incentives to property owners to either retain their units as low-income, or to sell the project to a priority purchaser (tenants, non-profits, or government agencies).

The earliest prepayment date for La Verne Terrace was May, 1992. The project's owner recently filed a Plan of Action to extend low-income affordability restrictions and retain ownership of the property. The Plan of Action was approved by HUD on May 1, 1995, and it is anticipated that the project's affordability can be preserved. However, recent federal budgetary cuts may limit HUD's ability to follow through with incentives pursuant to LIHPRHA.

If HUD is unable to provide the necessary incentives to the property owner, La Verne Terrace is eligible to prepay and convert units to market rents as early as July, 1996. However, some restrictions apply to the prepayment of this loan. If the owner decides to prepay the mortgage and terminate the low-income use restrictions of the property he/she will be responsible for providing relocation assistance to any tenants displaced as a result of the change. The owner may also be required to allow current tenants who resided in the property on the date the initial Notice of Intent was filed to remain in the prop-



erty for a period of three years from the date of prepayment at the same rents, except for increases made necessary due to increased operating costs. The potential loss of these 96 units represents a significant loss to the affordable housing supply in La Verne. LIHPRHA provides a mechanism for the preservation of Section 236 projects, and a discussion of this process is contained later in this analysis. Other, local programs to preserve these units or mitigate the impacts of this loss should the owner prepay are outlined in the programs section of this analysis.

Seasons Apartments

Seasons Apartments is an 85-unit senior citizen apartment complex financed through Los Angeles County's Multi-family Mortgage Revenue Bond (MRB) Program. MRB's are used to finance construction and mortgage loans, as well as capital improvements for multi-family housing. Federal law requires that 20 percent of units in an assisted project be reserved for households whose income does not exceed 80 percent of the median. Additional State requirements are imposed on the project. Specifically, one-half of the reserved units must be set-aside for occupancy by Very Low-income households. Rents must be set at affordable levels for both Very Low- and Low-income households.

In compliance with State and federal law, 17 units at Seasons Apartments are reserved for Low-income households, 8 of which are for Very Low-income households. Rents for Very Low-income households are set at $513 for a one bedroom apartment and $576 for a two bedroom. Rents for Low-income tenants are set at $570 and $730 for one and two bedroom units, respectively. In comparison, rents for the remaining 68, market-rate units range from $570 to $606 for a one bedroom, and $730 to $750 for a two bedroom unit. Market rents are not much higher than the set-aside units because in recent years there has been a generally downward pressure on housing prices. When rents return to pre-recessionary levels, the difference between subsidized rents and market rate rents will be more significant.

Canyon Terrace

Canyon Terrace is a 140-unit senior citizen housing complex that was financed through HUD's Section 8 New Construction program. Under this program, HUD pays the difference between a tenant's rent contribution (30 percent of monthly income) and the fair market rent (FMR) set by HUD for the area. Only Very Low-income households are eligible to occupy Section 8 units. All of the units in the complex are one bedroom units.

The current FMR's for the Los Angeles County Metropolitan Statistical Area (MSA), which encompasses the City of La Verne are shown in TABLE H-11. The use restrictions on Canyon Terrace expire in the year 2013.

Cost of Preservation Versus Replacement

La Verne Terrace Apartments is the only project in the City that is at-risk of conversion to market rate in the planning period. The cost of preserving the affordability of La Verne Terrace Apartments is estimated to be significantly less to the City than replacing these units through new construction. Under the first scenario, HUD provides financial incentives to the project to extend low-income use restrictions. The second scenario involves a local subsidy to offset the difference between cost based and market rents should the owner be allowed to prepay.

a. Preservation Cost - HUD must offer a package of incentives to property owners to extend the low-income use restrictions. These incentives would assure property owners an eight percent return on the recalculated equity of their property, provided the rents necessary to yield this return fall within a specified federal cost limit. The cost limits are either 120 percent of the Fair FMR (see TABLE H-11), or the prevailing rent in the local market. If HUD can provide the owner with this return, the owner cannot prepay the mortgage. The owner must either stay in the program, or offer to sell the project (a "voluntary" sale) to a priority purchaser for a 12 month option period, or other purchasers for an additional 3 months. The owner is required to document this choice in a Plan of Action.

If HUD cannot provide the owner with the 8 percent return, i.e., the rents required would exceed federal cost limits, the owner may prepay only after offering the sale to priority purchasers for 12 months, or other qualified buyers for an additional 3 months (a "mandatory" sale), and filing a Plan of Action which demonstrates that conversion would not adversely impact the supply of affordable housing or displace tenants. Most projects in California fall within federal cost limits, except those with exceptionally high rental value or condominium conversion potential. Projects that are preserved under either of these methods are required to maintain affordability restrictions for the remaining useful life of the project, which is defined minimally as 50 years.

Despite these safeguards, property owners may still be able to prepay. First, the owner may prepay the property if no bona fide offer to purchase the property is made. Second, HUD may not provide some of the discretionary monies to priority purchasers in preservation sales. Finally, the overall success of the preservation efforts is contingent on congressional appropriation of sufficient funding to HUD; LIHPRHA



stipulates that prepayment can occur if HUD is unable to provide incentives within a specified time period after a Plan of Action is approved.

The earliest prepayment date for La Verne Terrace was May, 1992. The project's owner recently filed a Plan of Action to extend low-income affordability restrictions and retain ownership of the property in exchange for incentives. HUD approved the Plan of Action on May 1, 1995. Assuming that HUD is able to provide the incentives, preservation of the units would be achieved without expenditure of local monies. However, if HUD cannot provide incentives within 15 months of approval of the Plan of Action, or July 31, 1996, the owner may prepay and convert the project to market rate.

In the current political climate, it is difficult to know for certain whether HUD will be able to continue to provide incentives pursuant to LIHPRHA. Recent federal budget cuts have targeted the Department and therefore it is important to understand the costs if the owner is able to prepay its mortgage.

The second preservation scenario is a local tenant subsidy to pay the difference between cost based and market rents. Estimating the cost of providing locally-based rent subsidies for all at-risk units to maintain subsidized rents assumes that the property owner of La Verne Terrace will prepay its mortgage. The cost of providing subsidies to 96 low-income households was calculated based on a comparison between prevailing market rents and cost based rents.

The survey of prevailing rents in the City of La Verne was conducted during August, 1995, by contacting apartment complexes listed in Apartments for Rent. The average rent for a one bedroom unit is $610, and the average rent for a two bedroom unit is $730. The difference between these rents and cost based rents for the units at La Verne Terrace represents the subsidy required to maintain the affordability of the project, as shown in TABLE H-12.

As shown in TABLE H-12, a total subsidy of $410 would be required per month, if the owner prepaid, to maintain rents at current levels. The subsidy is a general estimate based on current market conditions. The amount of subsidy would be expected to increase in later years when market rents increase. Currently there is significant downward pressure on housing prices/rents in Southern California. Cost based rents are fixed, with a slight increase allowed for operating expenses, and thus are particularly

important to assist households to maintain stable rent expenses in inflationary periods.

b. **Replacement** - One indicator of replacement cost is the assessed value of the property. According to 1993 County Assessor Parcel Information, the total valuation of La Verne Terrace is $1,744,885: $216,357 for the land; and $1,528,528 for the improvements (building). Because the project is under original ownership, the assessed value has not been adjusted beyond the 2 percent yearly increase cap under Proposition 13, to reflect current market conditions. Therefore, the market value may be significantly higher.

   Because of the many factors involved in developing affordable housing, it is difficult to determine what the replacement costs might be for La Verne Terrace. Considerations that would affect the cost include whether the replacement project would be a rehabilitated or newly constructed complex, land price (if not donated), types of financing used e.g., Low Income Tax Credit and, most importantly, the affordability targets. La Verne Terrace is an affordable project to the degree that cost based rents are fixed. However, the rents do not correspond to tenants monthly income. While households must meet the income qualification requirements, the rents paid by tenants are not capped at 30 percent of their income as are other affordable projects such as Section 8, projects developed under tax credits and so forth. If HUD provides incentives to the property owner, Section 8 contracts are part of the financial package. This inclusion would greatly benefit existing tenants because rents would be capped at 30 percent of their monthly income whereas currently they are not.

Resources for Preservation

a. **Funding Sources** - The following summarizes available financial resources available to the City for preservation of assisted, multi-family rental housing units.

   - CDBG - The City receives approximately $261,000 annually. Of this total, $82,000 is devoted to housing programs, and specifically housing rehabilitation projects.

   - Redevelopment Set-Aside - The City's Redevelopment Agency receives approximately $670,000 annually for its set-aside account. The most recent use of these funds was to subsidize 10 single-family units being developed in the City.

b. **Non-Profit Entities** - Non-profit entities listed in Entities Inter-



ested in Right of First Refusal Program were contacted to gauge their interest and capability in acquiring and/or managing units at-risk of conversion. A listing of entities that expressed an interest in acquiring at-risk units in La Verne is provided in TABLE H-13.

PROGRAMS FOR PRESERVATION

The following housing programs have been developed to address the preservation of the assisted, low-income units that are eligible to convert to market rate. The Community Development Department will be responsible for implementing all of the programs and funding for implementation could be provided through CDBG and redevelopment set-aside funds.

- Monitoring At-Risk Units - The City will maintain contact with owners of at-risk units as the use restriction dates approach. The City will communicate its desire to preserve the units as affordable. The City will also explore local incentives that can be offered to property owners to preserve these units.

- Advocacy - The City will monitor the status of federal housing programs and, in particular, will support funding of preservation incentives pursuant to LIHPRHA. The City will communicate to HUD the importance of La Verne Terrace in terms of the supply of affordable housing. As the funding incentives also include Section 8 contracts which would effectively increase the affordability of rents to tenants at La Verne Terrace, the City will make the preservation of La Verne Terrace through HUD's program a priority.

- Rental Subsidies - If HUD is unable to provide the incentives to La Verne Terrace, the City will explore the possibility of providing rental assistance to Very Low-income tenants to cover the difference between cost based and market rents.

- Support Development of Local Nonprofit - In the wake of state and federal housing program cuts, nonprofits have stepped in to become a major producer of affordable housing. The City of La Verne will explore development and/or support of a local nonprofit housing organization. Moreover, if the owner of La Verne Terrace Apartments is eligible and chooses to prepay, the City will work with the project's owner and nonprofit to explore the possibility of purchase of the project. The City could use incentives, such as low-cost financing, or payment of some of the costs associated with the purchase, to facilitate a nonprofit purchase of the project in order to preserve its affordability.

Objective

Housing element law requires that cities establish the maximum number of units that can be preserved over the planing period. One of the assisted projects in the City of La Verne is at-risk of losing its use restrictions within the current Housing Element planning period. If HUD fails to provide financial incentives pursuant to the approved Plan of Action, the owner of La Verne Terrace Apartments may prepay. The objective for this planning period will be the preservation of all 96 units at La Verne Terrace Apartments as affordable.

Redevelopment

Redevelopment Agency housing programs focus on owner-occupied and renter occupied rehabilitation, rather than new construction. This is because about 92% of the available residential land in the City is designated for Low Density uses on hillsides where grading and retention costs price these units beyond reach of the average home buyer. As a result, it is imperative that the Agency direct its housing funds toward the preservation of existing housing units.

Several affordable housing projects are located in the Redevelopment Project Area, including two federally assisted apartments, three mobile home parks, and the single family homes in the Puddingstone Drive area that were built with Agency assistance. Providing housing for low- and moderate-income families is a high priority, especially in La Verne where over one-third of all the City's households are headed by someone over 65. Loans, grants, and rent control programs that are funded by the Agency along with Community Development Block Grants have been successful in the Project Area and will continue to be used.

Redevelopment Implementation Plan - The City adopted an Implementation Plan for La Verne's Central City Redevelopment Project in response to the Community Redevelopment Law Reform Act of 1993 (AB1290). The plan includes a Housing Production Program which outlines the housing production program required by the Community Redevelopment Law. This program describes past and ongoing low- and moderate-income housing activities, identifies future needs, and discusses future programs. The Implementation Plan is briefly discussed in this section because the Housing Element calls for Redevelopment Agency participation in addressing City-wide housing needs, including the use of the Low- and Moderate-Income Housing Funds to provide affordable housing opportunities. The plan was developed to be consistent with the Housing Element.

Housing Programs - In recent years, the emphasis of the City's and the Agency's affordable housing program has been on retaining the ex-



isting stock of low and moderate income units, while expanding the stock of moderate income ownership units through the purchase of "silent' second trust deeds and long term affordability restrictions. Active programs include:

- Mobile Home Park Rent Control Program
- Housing Rehabilitation Program
- La Verne Grand Terrace Single-Family Residential Mortgage Revenue Bonds
- Moderate Income "Silent" Second Program
- Mobile Home Park Purchase
- Age Restricted Complex
- Scattered Site Housing Assistance
- Additional Housing Element Programs

These programs are included in the housing element and are described in the Housing Programs section. Whether or not listed above, specific housing programs may be constructed or funded by the Agency if the Agency finds that the goals and objectives of the Redevelopment Implementation Plan are furthered.

Redevelopment Funds - It is anticipated that the Agency will deposit approximately $3.7 million into the Low- and Moderate-Income Housing Fund during the next five years. As of June 30, 1994, the Low- and Moderate-Income Housing Fund had an unencumbered balance of $897,668. Based on these data, the Agency will have total resources of approximately $4.6 million for use in providing low- and moderate-income housing over the next five year period.

Consistency With General Plan

The current Housing Element was developed as part of the City's General Plan in 1989. All elements of the general plan were taken into consideration in the development of housing goals and policies. The City's housing goals and policies have not changed and therefore this Housing Element Update will remain consistent with the overall general plan. Any revisions/additions have been reviewed to ensure consistency. Updates or revisions to other general plan elements that affect the Housing Element will result in review of the element to maintain general plan consistency.

Citizen participation

The citizen participation program for the current La Verne General Plan was organized into three separate phases starting in 1985 to 1988. The City made every effort to ensure that all segments of the community were given the opportunity to participate in the general plan update program. La Verne's General Plan Citizen Participation Program received the American Planning Association (Los Angeles Section) Media Award in 1989.

The Public Participation Program included:

- A press party and development of a press kit
- A speakers' bureau operated by the City's community development department
- Circulation of the general plan and EIR to more than 50 governmental agencies, and 50 city staff members, city commissions and advisory groups
- Conventional public notices for the EIR and general plan
- A colorful banner displayed across a major street before and during public hearings
- A general plan display at city hall
- A full-page display advertisement in the newspaper
- Citywide postcard mailing to advertise the hearings
- Wide coverage in the City's newsletter, Chamber of Commerce newsletter, and other local media
- "Bring out the public" announcements in both the utility bill mailings and cable television.
- Production of a general plan video and broadcast to local cable television subscribers.

In 1995, the City and Redevelopment Agency amended the City's Redevelopment Plan and produced a Housing Implementation Plan for which public hearings were held. The City encouraged public participation in the review process. In the current update of the City's Housing Element, the City's Planning Commission and City Council each held at least two public hearings in 1995, 1996 and 1997 at which the public was invited and encouraged to participate in the review of the update of the Housing Element. Again, the City made strong efforts to encourage citizen participation through the following means:

- Public hearings by the City Council and Planning Commission
- The City published notices of all public hearings in the newspaper.
- The City sent notices to adjacent cities, housing agencies, and the school district.
- The City advertised the Housing Element update and meeting schedule on the local cable television station.
- The City advertised the availability of copies of the Draft Housing Element Update for public review at City Hall and the local library.



Evaluation

The last update of the Housing Element was in 1989. The State Department of Housing and Community Development (HCD) requires that La Verne review the previous element and evaluate its "appropriateness, effectiveness, and progress in implementation."

The emphasis of the previous housing element was to maintain the quality and quantity of the City's existing housing stock and to address the housing needs of all segments of the City's population, especially those with special housing needs. People with special housing needs include the elderly, the handicapped, and low and moderate income families.

In 1988, the Regional Housing Needs Assessment (RHNA), prepared by the Southern California Association of Governments (SCAG), estimated that La Verne's share of the regions housing need was 930 units to be provided between 1988 and 1994. Of this total, 137 were to be very low income, 163 low, and 181 moderate income housing units. Although these housing goals were not completely met, the City's Housing Element has been instrumental in the production of some new affordable housing but primarily in the preservation of existing affordable housing stock through various housing programs.

Overview

The 1989 La Verne Housing Element identified policies and implementation measures to address the City's housing needs. The previous housing element set the stage for many initiatives to provide housing incentives, many of which are now in place. The following section is a review of previous housing programs and implementation measures to determine their appropriateness and effectiveness in meeting the City's housing goals.

Housing Programs

The following is a listing of previous housing programs and discussion of their status and progress in implementation:

1. Housing Rehabilitation Program - Since 1989, the La Verne Redevelopment Agency Housing Rehabilitation Program has provided rehabilitation grants and low interest loans to more than 300 low-income households. The funding source for this program is the City's redevelopment 20% set-aside funds. This program has helped to preserve many of the City's existing affordable housing and will be continued.

2. Rental Rehabilitation - No rental rehabilitation grants or loans have been issued due to the lack of participation and concerns regarding affordability restrictions

by project owners. This program will be continued.

3. Mobile Homes on Single Family Lots - Although the City allows mobile homes on single family residential lots, no requests have been proposed.

4. Mobile Home Rent Control - Since the City instituted a rent control ordinance for mobile home parks, rent increases have been kept to very reasonable levels. The Ordinance places a maximum increase of no greater than the U.S. Department of Labor Consumer Price Index. The average annual rent increase since 1989 has been approximately 2%. This is a major accomplishment since La Verne has over 1,700 mobile homes, a significant affordable housing resource.

5. Second Units - Since the adoption of the second unit ordinance, the City has reviewed approximately six applications and has approved four. Applications, which were not approved, were denied or withdrawn due to failure to meet all requirements for the construction of second units. The Planning Commission reviewed the City's Second Unit Ordinance and recommended against any revision, finding the existing standards necessary to maintain acceptable living conditions where second units may be allowed.

6. Condominium Conversion Ordinance - There have been no condominium conversions in the City since the last Housing Element update resulting in the preservation of affordable housing. The City will continue to enforce the ordinance.

7. Fair Housing Services - The City of La Verne has provided fair housing services through the Fair Housing Foundation funded with Community Development Block Grant (CDBG) funds. The program provided services to approximately five persons or families per month. This program will be continued as long as funding is available.

8. Section 8 - The City continues to participate in the Los Angeles County Community Development Commission Section 8 Certificate/Voucher Rental Assistance Program. This program provides rent payment subsidies from HUD to very low-income households in privately owned units. This program is funded through HUD rent subsidy funds and administered by the CDC/Housing Authority. As of March 1993, 36 households in La Verne were being assisted through the program.

9. Revenue Bonds - This program was not implemented during the last 5 years; however, the City and Redevelopment Agency are





now studying the feasibility of purchasing a mobile home park(s) to ensure long term affordability of this housing source.

10 Density Bonus Program - Since 1989, the City has processed two senior housing projects of which one has been completed. One of the two projects is an apartment complex (Heritage Village) involving 85 units of which 17 are designated for low income seniors. The other project is a 98-unit senior citizen condominium project that involves no designation of low income units. The City will continue to grant density bonuses to developers with qualifying projects.

IMPLEMENTATION MEASURES

The City implemented the following measures during the last Housing Element planning period:

- The City has maintained an effective code enforcement program and has transferred code enforcement responsibilities to the La Verne Police Department.
- The Housing Rehabilitation Program has provided more than 300 grants/low interest loans to low income households since 1989. These funds are used for the repair and preservation of existing housing structures in the City.
- Enforcement of the City's Condominium Conversion Ordinance has resulted in no conversions thereby preserving existing affordable housing.
- The City granted density bonuses to three projects involving the construction of low income housing or senior housing as an incentive.
- The City participates and cooperates in LACDC Section 8 Rental Assistance Program administered by the CDC/Housing Authority. At least 36 households have been assisted since 1989.
- The City adopted the Lordsburg Specific Plan in 1992, which allows mixed-uses (commercial/residential) in the Lordsburg area.
- The City provides mental health services to low and moderate income citizens through the Tri-City Mental Health Center. The program is funded through CDBG funds.
- The City allows second units on single-family residential lots with the approval of a conditional use permit.
- The City adopted the Foothill Boulevard Specific Plan in 1989, which designated the Commercial-Office district as potential areas for homeless shelters and transitional housing with the ap-

proval of a conditional use permit in each case.

- The City prohibits discrimination against families in rental housing. Fair housing services are provided through the Fair Housing Foundation funded by CDBG funds.

- The City continues to enforce state and federal anti-discrimination laws through the provision of fair housing services.



Census Tract Map

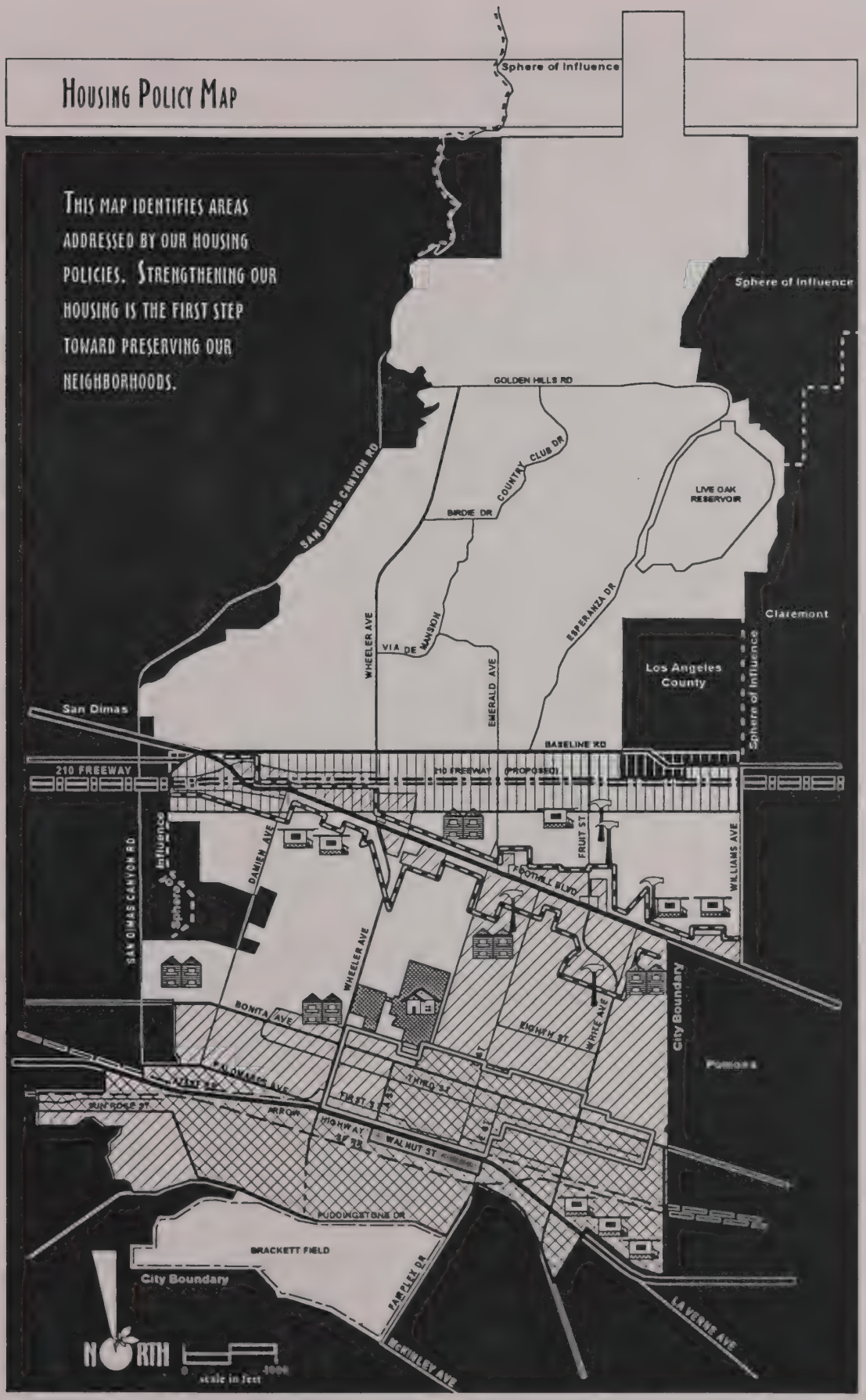
Census Tract Boundary



Note:
Sphere of influence line subject to adjustment.

Source:
1990 U.S. Census

Housing Policy Map



- CDBG Target Area
- Redevelopment Target Area
- Areas Needing Housing Rehabilitation
- Foothill Boulevard Specific Plan
- Freeway Impact Zone
- Lordsburg Specific Plan
- Walnut District
- Hillcrest Master Plan
- Mobile Home Parks
- Multi-Family Concentration

Source:
La Verne Redevelopment Agency

Vacant Land Map

Vacant Sites

1 Hillside Residential (14.25 acres)

2 Low Density Residential (1.38 acres)

3 Low Density Residential (8.94 acres)

4 Commercial/ Business Park (4.00 acres)

5 Medium Density Residential (4.00 acres)

6 Commercial/ Business Park (6.00 acres)

7 Community Facility (8.82 acres)

8 Low Density Residential (7.66 acres)

9 Low Density Residential (0.92 acres)

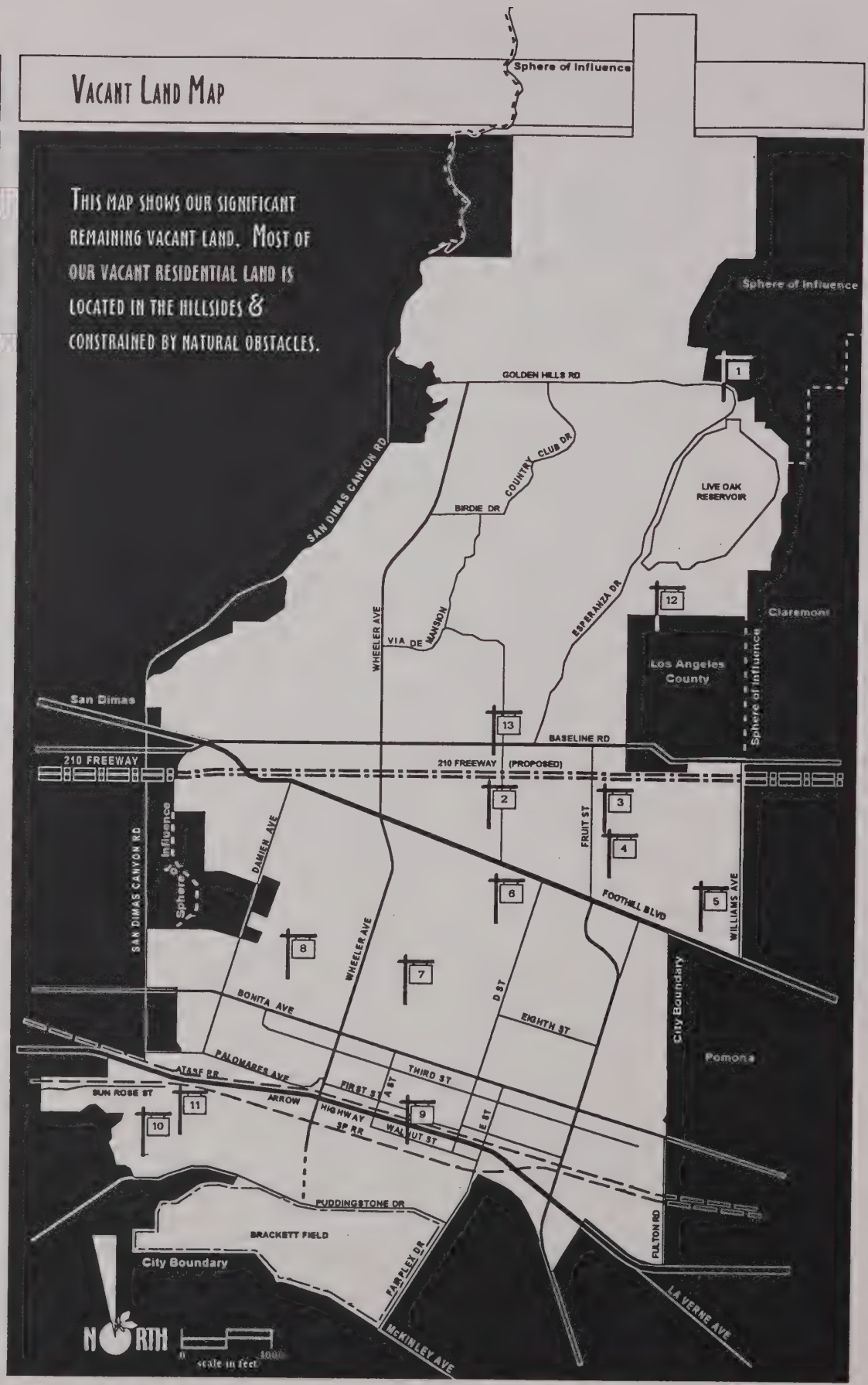
10 Hillside Residential (39.00 acres)

11 Low Density Residential (7.21 acres)

12 Hillside Residential (41.23 acres)

13 Community Facility (4.51 acres)

Source:
La Verne Community Development



Regional Housing Needs Assessment (RHNA)

H-1

	INCOME GROUP			
TOTAL UNITS	VERY LOW	LOW	MODERATE	UPPER
930 (100%)	137 (14.73%)	163 (17.53%)	181 (19.46%)	449 (48.28%)
814	17	0	11	786

REGIONAL HOUSING NEEDS

HOUSING CONSTRUCTED SINCE 1/1/88

Source: SCAG Regional Housing Needs Assessment (1988)

Existing Population & Housing Units

H-2

1970	1980	1990	
12,965	23,508	30,897	POPULATION
3,268	6,381	8,796	Families
667	1,662	2,047	1 Person
3,935	8,383	10,843	Total Households
3.29	2.8	2.85	Avg.Household Size
			HOUSING UNITS
2,838	5,071	7,114	S.F. Detached
154	549	565	S.F. Attached
133	161	163	Duplex
250	608	689	3-4 Units
118	792	853	5 or more
638	1,521	1,729	Mobile Homes/ Trailers
4,131	8,702	11,113	TOTAL UNITS

Source: 1970, 1980, 1990 Census of Population and Housing

Housing Expenditures (1990)

INCOME/COST	RENTER	PERCENTAGE	OWNER	PERCENTAGE
Income < $ 10,000	310	100.0 %	247	100.0 %
Spent 0-19.0	0	0.0 %	52	21.0 %
Spent 20.0-24.0	0	0.0 %	21	8.5 %
Spent 25.0-29.0	58	18.7 %	11	4.5 %
Spent 30.0-34.0	17	5.5 %	37	15.0 %
Spent 35.0% or more	235	75.8 %	126	51.0 %
$ 10,000 - $ 19,999	438	100.0 %	223	100.0 %
Spent 0-19.0	20	4.6 %	103	46.2 %
Spent 20.0-24.0	11	2.5 %	8	3.6 %
Spent 25.0-29.0	34	7.7 %	13	5.8 %
Spent 30.0-34.0	38	8.7 %	16	7.2 %
Spent 35.0% or more	335	76.5 %	83	37.2 %
$ 20,000 - $ 34,999	748	100.0 %	727	100.0 %
Spent 0-19.0	84	11.2 %	260	35.8 %
Spent 20.0-24.0	116	15.5 %	61	8.4 %
Spent 25.0-29.0	165	22.1 %	34	4.7 %
Spent 30.0-34.0	142	19.0 %	12	1.6 %
Spent 35.0% or more	241	32.2 %	360	49.5 %
$ 35,000 - $ 49,999	637	100.0 %	925	100.0 %
Spent 0-19.0	240	37.7 %	256	27.7 %
Spent 20.0-24.0	207	32.5 %	117	12.6 %
Spent 25.0-29.0	127	19.9 %	111	12.0 %
Spent 30.0-34.0	35	5.5 %	97	10.5 %
Spent 35.0% or more	28	4.4 %	344	37.2 %
$ 50,000 or more	446	100.0 %	4060	100.0 %
Spent 0-19.0	309	69.3 %	1679	41.4 %
Spent 20.0-24.0	102	22.9 %	607	14.9 %
Spent 25.0-29.0	12	2.7 %	599	14.8 %
Spent 30.0-34.0	23	5.1 %	540	13.3 %
Spent 35.0% or more	0	0.0 %	635	15.6 %

Source: 1990 Census of Population and Housing

Median Income & Median Housing Costs

H-4

JURISDICTION	MEDIAN INCOME	MEDIAN VALUE	MEDIAN RENT
La Verne	$46,587	$253,200	$675
Claremont	$53,479	$251,800	$702
San Dimas	$50,268	$241,000	$745
Pomona	$32,132	$133,700	$592
Los Angeles County	$34,965	$223,800	$626

Source: 1990 Census of Population and Housing

Special Needs by Census Tract

H-5

HOUSEHOLD TYPE	CENSUS TRACT							
	4002.02	4003.02	4015.00	4016.01	4016.02	4016.03	TOTAL	%
Total Household	3,183	673	1,698	2,141	1,804	1,336	10,843 *	100.0 %
Large Households (5+ members)	536	100	208	230	266	129	1,469	13.5 %
Female Head	278	165	559	472	546	463	2,483	22.9 %
Elderly Head (65 yrs. +)	275	135	379	665	262	688	2,404	22.2 %
Overcrowded (1.01 + per room)	78	41	123	65	136	26	469	4.3 %
Handicapped	309	72	239	319	197	255	1,391	12.8 %

* Tract 4013.02 accounts for eight households which have no special needs
* Tract 9300.00 and 4002.01 have no households.

Source: 1990 Census of Population and Housing

H-6(a)

Summary of Housing Programs(a)

HOUSING PROGRAM	PROGRAM OBJECTIVE	5 - YEAR GOAL	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
Housing Rehabilitation	Rehabilitate existing housing	30-40 grants annually 3-5 loans annually	Redevelopment housing funds	Redev. Agency Com. Dev. Dept.	On-going
Rental Rehabilitation	Rehabilitate existing rental housing	5 grants annually 5 loans annually	Redevelopment housing funds	Redev. Agency Com. Dev. Dept.	On-going
Manufactured Housing	Encourage use of manufactured housing as affordable housing	Encourage maufactured housing as alternative	City of La Verne	Com. Dev. Dept.	On-going
Mobile Home Rent Control	Control rent increases to reasonable levels	Control rent increases to preserve affordable housing	City of La Verne	Administration	On-going
Second Units	Allow second units in single family zones with CUP	Continue to promote ordinance	City of La Verne	Com. Dev. Dept.	On-going
Condo.Conversion Ordinance	Preserve affordable housing by discouraging conversions	Continue to promote ordinance	City of La Verne	Com. Dev. Dept	On-going
Fair Housing Program	Provide fair housing services for low income households	Continue to promote ordinance	CDBG funds	Com. Dev. Dept.	On-going
Section 8	Rental subsidies for low to very low income households	Promote program	HUD	LACDC	On-going
Revenue Bonds	Consider use of revenue bonds to develop affordable housing	Review feasibility of using revenue bonds	Redevelopment	Redev. Agency	On-going
Density Bonus Program	Offer density bonuses as incentives for development of affordable housing	Continue to offer bonuses to qualifying projects	City of La Verne	Com. Dev. Dept.	On-going

Summary of Housing Programs(b)

PROGRAM OBJECTIVE	5 - YEAR GOAL	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME	HOUSING PROGRAM
Provide safe housing	Provide strong code enforcement	City of La Verne	Police Department	On-going	Code Enforcement
Purchase of 187 unit mobile home park to preserve affordability	Purchase 187 unit mobile home park to preserve affordability	Redev. housing funds and MHP rents	Public Finance Authority	By 1997	Mobile Home Park Purchase
Agency to write-down land costs for affordable housing projects	Develop the program	Redevelopment housing funds	Redev. Agency	By 1998	Land Write Down Fund
Offer incentives for preservation of housing	Preserve existing housing	Redevelopment	Redev. Agency	On-going	Housing Preservation
Provide loans and/or grants for special needs housing	Develop the Program	Redevelopment housing funds	Redev. Agency Com. Dev. Dept.	By 1998	Revolving Loan Fund
Provide loan and/or grants for development of sweat equity housing	Develop the Program	Redevelopment housing funds	Redev. Agency Com. Dev. Dept.	By 1998	Sweat Equity Loan/Grant Fund
Provide mortgage assistance to first time home buyers	Continue participation in program	HUD	LACDC	On-going	Mortgage Assistance
Allow homeless shelters/ transitional housing with CUP	Continue to allow uses CUP	City of La Verne	Com. Dev. Dept.	On-going	Homeless Shelter/ Transient Housing
Provide emergency shelter to homeless	Continue to participate in program	CDBG	Com. Dev. Dept.	On-going	Emergency Shelter
Provide emergency food assistance to homeless	Continue to participate in program	CDBG	Com. Dev. Dept.	On-going	Hunger Program
Provide services to battered woman and their children	Continue to participate in program	CDBG	Com. Dev. Dept	On-going	House of Ruth

Inventory of Vacant Sites

SITE	GENERAL PLAN LAND USE CATEGORY	ZONING CATEGORY	ACREAGE	POTENTIAL DWELLING UNITS
1. Hillside Res.	(0 - 2 du/ac)	Limited Agriculture ("A")	14.25	20 Detached Units
2. Hillside Res.	(0 - 2 du/ac)	Emerald Ridge II Specific Plan	41.23	33 Detached Units *
3. Low Density Residential	(0 - 5 du/ac)	Planned Residential 10 units/acre attached (PR10A)	1.38	14 Detached Units
4. Low Density Residential	(0 - 5 du/ac)	Institutional	8.94	45 Detached SFR
5. Commercial/ Business Park		Foothill Blvd. Specific Plan (Study Site #10)	4.00	100 Attached Units Senior Housing (25 du/ac)
6. Medium Density Res.	(0 - 10 du/ac)	Foothill Blvd. Specific Plan (Study Site #9)	4.00	40 Attached SFR Units (10 du/ac) 100 Senior Housing Units (25 du/ac)
7. Commercial Business Park		Foothill Blvd. Specific Plan (Study Site #4)	6.00	48 Attached Units (8 du/ac) 150 Attached Units (25 du/ac Sen. Husing)
8. Community Facility		Institutional ("I") Hillcrest Homes	8.82	173 Senior Housing Units
9. Low Density Residential	(0 - 5 du/ac)	Planned Residential 4.5 units/ac detached (PR4.5)	7.66	43 Detached SFR Units
10. Low Density Residential	(0 - 5 du/ac)	Walnut Specific Plan	0.92	8 Detached SFR Units
11. Hillside Res.	(0 - 2 du/ac)	Puddingstone Hill Specific Plan	39.00	18 Detached SFR Units *
12. Low Density Residential	(0 - 5 du/ac)	Industrial Specific Plan (Residential)	7.21	22 Detached SFR Units * (3.07 du/ac)
13. Community Facility		Institutional ("I")	4.51	22 Detached SFR Units 112 Senior Housing Units
			Total Units	737 (Non-senior Housing: 302) (Senior Housing: 523)

* Number of units based on net developable acreage.

Residential Development Standards

H-8(a)

A-1	PR-1/5D	PR-1/D	PR-2D	PR-3D	PR-4.5D	PR-5D	DEVELOPMENT STANDARDS
SFR	SFR	SFR	SFR	SFR	SFR	SFR	Types of Uses
25'	40'	35'	30'	25'	25'	25'	Front Setback
25'	30'	25'	25'	25'	25'	25'	Rear Setback
25'	30'/30'	25'/25'	10'/25'	5' & 10'/ 25'	5' & 10'/ 10'	5' & 10'/ 10'	Side Yard/ Setback
2 30'	2 30'	2 30'	2 30'	2 30'	2 30'	2 30'	Max. Height (Stories/Feet)
30%	35%	35%	35%	35%	35%	35%	Lot Coverage
2 AC.	5 AC.	1 AC.	15,000 S.F.	10,000 S.F.	7,500 S.F.	7,500 S.F.	Min. Lot Size (Individual)
2 AC.	2 AC.	2 AC.	2 AC.	2 AC.	2 AC.	2 AC.	Min. Lot Area (Project)
1 D.U./ Lot	1 D.U./ 5 AC.	1 D.U./ 1AC.	2 D.U./ AC.	3 D.U./ AC.	4.5 D.U./ AC.	5 D.U./ AC.	Max. Density
200'	300'	150'	90'	80'	65'	65'	Min. Lot Width
200'	300'	150'	120'	100'	100'	100'	Min. Lot Depth
2	2	2	2	2	2	2	Min. Parking
25'	45%	45%	45%	45%	45%	45%	Buffer Zone/ Open Space Requirement
5'/10'	5'/10'	5'/10'	5'/10'	5'/10'	5'/10'	5'/10'	Separation for Accessory Structure
W/CUP	W/CUP	W/CUP	W/CUP	W/CUP	W/CUP	W/CUP	Second Units Allowed

Residential Development Standards

DEVELOPMENT STANDARDS	PR-6A	PR-7A	PR-7.5A	PR-8A	PR-10A	PR-15A	MHP
Types of Uses	MFR	MFR	MFR	MFR	MFR	MFR	Mobile Home
Front Setback	25'	25'	25'	25'	25'	25'	
Rear Setback	25'	25'	25'	25'	25'	25'	10'
Side Yard/ Setback	5' & 10'/ 10'	5' & 10'/ 10'	5' & 10'/ 10'	5' & 10'/ 10'	5' & 10'/ 10'	5' & 10'/ 10'	Varies
Max. Height (Stories/Feet)	2 30'	2 30'	2 30'	2 30'	2 30'	2 30'	1 25'
Lot Coverage	35%	35%	35%	35%	35%	35%	N/A
Min. Lot Size (Individual)	7,500 S.F.	7,500 S.F.	7,500 S.F.	7,500 S.F.	7,500 S.F.	7,500 S.F.	4,500 S.F.
Min. Lot Area (Project)	2 AC.	2 AC.	2 AC.	2 AC.	2 AC.	2 AC.	15 AC.
Max. Density	6 D.U./ AC.	7 D.U./ AC.	7.5 D.U./ AC.	8 D.U./ AC.	10 D.U./ AC.	15 D.U./ AC.	8 Sites/ AC.
Min. Lot Width	65'	65'	65'	65'	65'	65'	250'
Min. Lot Depth	100'	100'	100'	100'	100'	100'	300'
Min. Parking	2	2	2	2	2	2	2 Covered per M.H.
Buffer Zone/ Open Space Requirement	45%	45%	45%	45%	45%	45%	25' Major Street 10' Local Street
Separation for Accessory Structure	5'/10'	5'/10'	5'/10'	5'/10'	5'/10'	5'/10'	5'/10'
Second Units Allowed	W/CUP	W/CUP	W/CUP	W/CUP	W/CUP	W/CUP	W/CUP

La Verne Processing Fees

H-9

Subdivisions:	PROCESSING FEES	
Tentative Map	$2,000 Initial Deposit	DIVISION OF LAND
Final Map	$2,000 Initial Deposit, plus $35 per lot	
Parcel Maps:		
Tentative Map	$1,000 Initial Deposit	
Final Map	$800 Initial Deposit, plus $35 per lot	
Lot Line Adjustment	$400 Initial Deposit, plus $35 per lot	
Lot Merger	$400 Initial Deposit, plus $35 per lot	
Reversion to Acreage	$400 Initial Deposit, plus $35 per lot	
Lot Tie and Covenant Agreement	$250 Initial Deposit	
Records of Survey	$500 Initial Deposit	
Map Extension	$250 Initial Deposit	
Covenants, Codes, and Restrictions	$1,500 Initial Deposit	
General Plan Amendment	$1,500 Initial Deposit	LAND USE
Zone Change	$1,500 Initial Deposit	
Specific Plan	$2,000 Initial Deposit	
Specific Plan Amendment	$750 Initial Deposit	
Variance	$1,500 Initial Deposit (multi - family and non-res. uses) $750 Initial Deposit (second units and duplexes) $500 per lot (single - family residential uses)	
Minor Exception	$200 non-residential, $100 residential	
Conditional Use Permit	$1,500 Initial Deposit (multi - family and non-res. uses) $750 Initial Deposit (second units and duplexes) $500 per lot (single - family residential uses)	
Development Agreement	$1,500 Initial Deposit	
Categorical Exemption	$25	ENVIRONMENTAL
Initial Study Review	$125 (if not part of deposit project application)	
Initial Study Hearing	$500 Initial Deposit	
Full Environmental Impact Report	$1,500 Initial Deposit	
Community Development Director Applications:	$75 or .30 cents per s.f. (additions, access, structures) $75 (multi - family patios, additions, access, structures) .30 per s.f. (new single - family home non - subdivision)	PRECISE PLAN REVIEW
Development Review Committee Applications:	.30 per s.f. per model plus $25 per each unit $2,000 Initial Deposit	

Source: City of La Verne

H-10 Inventory of Assisted Units

PROJECT	LOCATION	TYPE OF UNIT	FORM OF ASSISTANCE	TOTAL UNITS	AT-RISK UNITS	EARLIEST DATE OF SUBSIDY TERMINATION
La Verne Terrace Apartments	2132 Blossom Ln.	Family Apts.	Section 236 of National Housing Act	96	96	7/31/96
Seasons Apartments	2500 Damien Ave.	Senior Apts.	Multi-family Mortgage Revenue Bond	85	17	2017
Canyon Terrace	2400 San Dimas Canyon Rd.	Senior Apts.	Section 8	141	141	2013

H-11 Fair Market Rents for Existing Housing (Los Angeles MSA)

	STUDIO APARTMENT (Efficiency)	1 BEDROOM	2 BEDROOM	3 BEDROOM	4 BEDROOM
FAIR MARKET RENT	$580	$695	$880	$1,186	$1,416

FMR's include utility costs
Source: Federal Register, vol. 59, no. 187/Rules and Regulations

H-12 La Verne Terrace Estimated Monthly Subsidy to Residents

UNIT	# OF UNITS	MARKET RENT	COST BASED RENT	DIFFERENCE	TOTAL SUBSIDY
1 Bedroom	24	$610	$605	$5	$210
2 Bedroom	71	$730	$725	$5	$210
TOTAL	95	N/A	N/A	$10/Unit	$410

Entities Interested in Acquiring/Managing at-Risk Units

H-13

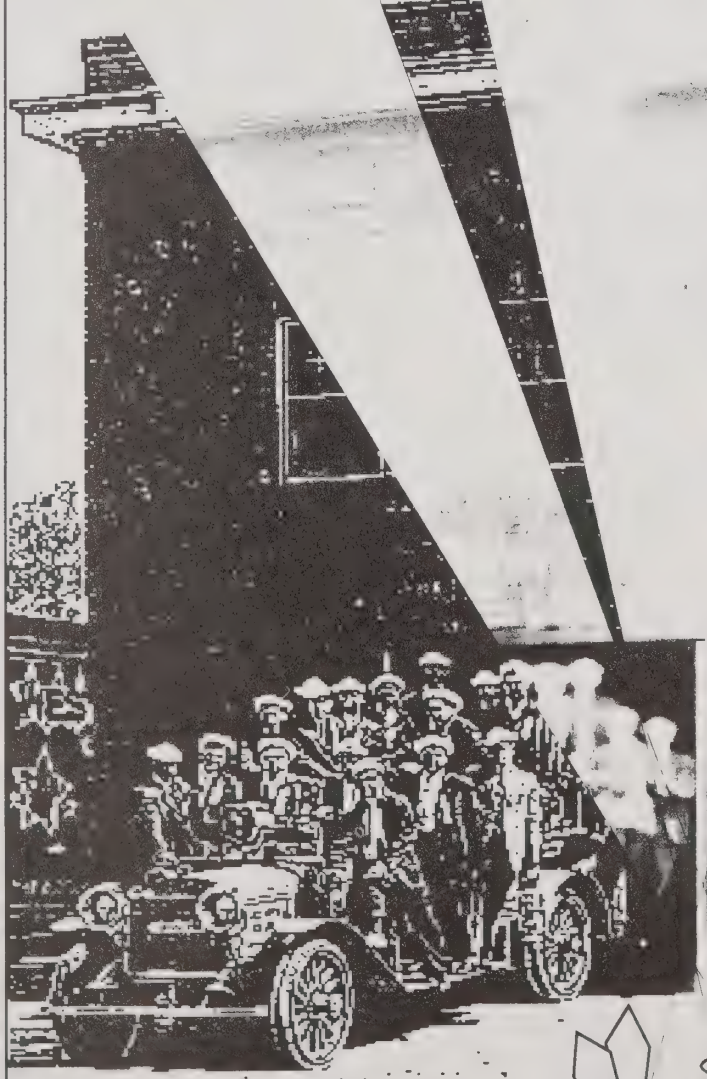
ORGANIZATION	CONTACT NAME
Pacific Housing Alliance	David Foster
Los Angeles Community Design Center	Ann Sewell
West Hollywood Community Housing	Paul Zimmerman

Quantified Objectives (5 Years)

H-14

INCOME GROUP	NEW CONSTRUCTION	REHAB	CONSERVATION
Very Low Income	137	66	121
Low Income	163	66	175
Moderate Income	181	66	37
Above Moderate	400	0	0
TOTAL	881	198	333

SPOTLIGHT ON OUR SAFETY



PUBLIC SAFETY

LA VERNE

Keeping our community safe through both prevention & intervention is the key goal of this Public Safety Chapter.

This chapter is about protecting our community from a wide range of dangers – from preventable accidents to unpredictable disasters. It identifies La Verne's natural and man-made hazards and discusses our readiness to cope with emergencies. The Public Safety Chapter establishes the La Verne police and fire departments as the primary public safety agencies. Its purpose is to keep us safe.

Vision

We aim to keep our community safe through:

Prevention:

- Provide youth programs to reinforce social values, build self-esteem, and teach resistance toward drug and alcohol abuse and gang activity.
- Educate our residents so that they can protect themselves against avoidable accidents.
- Patrol our neighborhoods for dangerous activity.
- Prepare a plan of action to combat all potential disasters.
- Practice emergency response through disaster drills.
- Plan development to safe standards.

Intervention:

- Provide a fully staffed and properly equipped Police and Fire force.
- Encourage the community to report any criminal activity to the proper authorities.
- Interact effectively and efficiently in the case of emergency.

Highlights

The **Issues, Goals & Policies** section of the **Public Safety Chapter** will address these topics:

1. **Wildfire Prevention.** Every summer, we are reminded of the likely potential for wildfires when the Santa Ana winds blow through town. Like many foothill communities, more than half of our city is located within the Very High Fire Hazard Severity Zone designated by the State of California.

Regional Crime Index

According to the Southern California Association of Governments, violent crime had been increasing in the region since 1985, but it has gone down every year since 1993. The regional decline corresponds to a reduction in crime throughout the country.

Among the large cities in the nation, Los Angeles ranks fourth in violent crime and seventh in property crime. Crime is still a major consideration of individuals' assessment of the quality of life in their communities.

Hillside properties north of Baseline are especially vulnerable to the threat of wildfires. Located within the City's Hillside Overlay Zone, they are required to undertake additional development precautions to aid in the suppression of and prevention of wildfires.

2. **Geologic Hazards: Hillside & Earthquake.** The same foothills that form La Verne's scenic backdrop also threaten to destroy the very serenity that they have come to represent. They are the result of countless quakes and shifts in a land riddled with faults. Most of the potentially active faults cross our community in the areas above of Baseline Road, leaving North La Verne susceptible to potential geologic hazards in the form of landslides, liquefaction, and groundwater.

3. **Hazardous Materials.** In a bedroom community such as ours there are many garages sheltering hazardous chemicals that can cause serious injury to a curious child. Hazardous materials are also generated within our city and transported through La Verne, creating safety risks in our industry and on our roads. The improper production, containment, transport, and disposal of these hazardous materials is a threat to us all – it can poison the air we breathe and the water we drink.

4. **Traffic Accidents.** More homes, more classrooms, more businesses, more cars...as our community has grown, so has our traffic. New trains now speed down our old railroad tracks and a freeway will soon race through our community. Additional traffic means a greater chance for traffic accidents. It may seem like a lost cause, but it's not. We can reduce this ever-increasing risk of traffic accidents by simply improving the safety of our roads and drivers.

5. **Public Services: Police, Fire & Medical.** The police and fire departments are our first defense in dealing with emergency response for all of these public safety hazards. We must provide them with the tools and resources that they need to keep our community safe. With the proper support, they will be prepared to handle all major emergencies and help train citizens to help themselves.

6. **Emergency Operations: Evacuation & Communications.** The best of plans will not keep you safe if no one answers your call for help. Good communication and coordination between the departments that you count on for help is vital to your protection. Emergency training and drills serve to coordinate service forces. We also work closely with the State Office of Emergency Services to provide an effective and uniform emergency response.

Issues, Goals & Policies

The goals and policies that address each public safety issue are presented below.

ISSUE: 1 Wildfire Prevention

Several hillside neighborhoods are within the extreme fire hazard severity zones identified by forestry and fire officials. In particular, North La Verne and North La Verne Hillside, (neighborhoods 1 and 2), are exposed to considerable wildfire hazard. Terrain, fuel loading, climate, water pressure and limited access combine to make this an extremely difficult area in which to control wildfires.

GOAL: 1 PROTECT OUR COMMUNITY FROM WILDFIRES.

POLICIES: *We shall:*

1.1 Provide adequate fire protection.

IMPLEMENTATION MEASURES:

a. Maintain the seven minute response time, or an acceptable response time, as determined by the fire chief.

b. Affirm the city fire chief as final authority on the ability to provide protection and the adequacy of physical design elements to abate fire hazard in hillside developments. The fire chief shall have the authority to prohibit such proposed development if the fire department determines that adequate fire protection cannot be provided.

c. Maintain fire protection buffers between developed areas and natural areas in North La Verne and North La Verne Hillside neighborhoods. Fire protection buffers shall be maintained at private expense and on private property according to the applicable standards and regulations of the La Verne Fire Department.

d. Require fire resistant building materials for all structures in North La Verne and the North La Verne Hillside areas.

e. Require residential fire sprinklers where determined necessary by the fire marshal.

f. Increase the fire department field inspections to help enforce applicable fire codes.

1.2 Minimize risk of wildfire spread.

IMPLEMENTATION MEASURES:

a. Prohibit development or require private reservoirs and water systems beyond the elevation of 1780 feet.

How does La Verne Rate in Comparison?

The City of La Verne continues to have one of the lowest crime rates in the San Gabriel Valley due in part because of its commitment in maintaining a police response rate of under three minutes to all emergency calls. La Verne had the lowest crime index rate of the surrounding communities in 1997:

Pomona	6926
West Covina	4980
Montclair	2587
Covina	1567
Glendora	1145
Claremont	1079
San Dimas	1001
La Verne	897

Very High Fire Hazard Severity Zone

The Very High Fire Hazard Severity Zone was established by the Bates Bill in 1992 and required the State Director of Forestry and Fire Prevention to identify the hazardous urban-wildland interface areas in the State.

Very High Fire Hazard Severity Zone boundaries:

All the properties north of Foothill Boulevard and/or north of the 210 Freeway, whichever is further south in the City of La Verne

The VHFHSZ is designated for areas that are subject to periodic conditions of high velocity winds and high temperatures with accompanying low humidity further accentuated by the topographical features of the hill and canyon areas and the presence of highly combustible vegetation.

Due to excessive pumping costs, lack of reservoirs and the danger of hydropneumatic pumping stations, the city has not constructed water facilities beyond the 1780 service elevation.

(See MAP LU-1 for 1780 foot elevation line.)

b. Require development plans to prove conclusively that they can be served with adequate water capacity.

c. Ensure that water plans shall be approved by the Fire and Public Works Departments and constructed to city standards.

d. Prohibit development if it is located outside of an accepted response time, as determined by the fire chief.

e. Discourage hillside development within the response time if the Fire Department cannot adequately protect it.

f. Require two means of ingress/egress in all hillside developments with at least one means of ingress/egress into a collector street.

g. Enforce the zoning standards for fuel modification zones. These standards include identification of acceptable techniques of fuel modification.

h. Adopt, pursuant to the State Health and Safety Code, a Very High Fire Hazard Severity Zone Ordinance that will regulate hazardous fire conditions in the hillside areas. Incorporate the California Department of the Forestry and Fire Protection requirements.

i. Ensure that all development in areas subject to wildfire will meet Very High Fire Hazard Zone standards as adopted by city ordinance. A California-registered landscape architect or a person with similar qualifications shall develop landscape plans.

j. Provide educational programs on fire safety measures for residents in wildfire areas.

k. Enforce all sections of the Uniform Fire Code.

l. Enforce fire prevention measures that are more restrictive than the *Uniform Fire Code* such as:

- Prohibit wood roofs (except for designated historical structures).

- Require fire sprinklers in new commercial buildings over 5,000 square feet.
- Require residential fire sprinklers in new homes built in the Hillside Overlay Zone.
- Require fire resistant construction in the Hillside Overlay Zone.
- Enforce fuel modification zones in the in the Hillside Overlay Zone.
- Prohibit fireworks citywide.

m. Continue implementation of design standards in the hillside development overlay zone to reduce fire danger.

ISSUE: 2 Geologic Hazards: Hillside & Earthquake

Geologic and groundwater hazards such as slope stability, erosion, subsidence and ground water contamination are a major constraint to hillside development. La Verne is likely to experience a strong earthquake sometime within the next 30 years which will be many times more powerful than the 1994 Northridge quake.

GOAL: 2 PROTECT OUR RESIDENTS FROM GEOLOGIC HAZARDS.

POLICY: *We shall:*

2.1 Reduce the risk of geologic and groundwater hazards.

IMPLEMENTATION MEASURES:

a. Require a full site-specific geologic study of any hillside site of proposed development in La Verne. The citywide evaluation prepared for the general plan shall not be considered adequate for site-specific questions such as slope stability, erosion, subsidence, ground water effects and earthquakes. The study shall consider effects of proposed development on adjacent upslope and downslope areas as well as on the site itself.

b. Adhere to Chapter 70 of the *Uniform Building Code* regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion.

c. Cluster dwelling units to reduce the amount of land disturbed on a given site.

d. Limit acreage of bare soils exposed at any one time.

e. Restrict grading to the dry season and require immediate revegetation.

f. Critical structures that exist or may be built in the city (e.g., hospitals), incorporate site specific seismic structural design.



g. Encourage turf block, decomposed granite, grasscrete or similar permeable surfaces rather than conventional pavement.

h. Provide opportunities for aquifer recharge.

i. Encourage developers to minimize paved areas in new developments and require these areas to be interspersed with landscaping.

j. Require that all new development be connected to sewers.

k. Review all private septic systems in La Verne to determine whether any are located in flood plain areas, areas of rock, shallow ground water, strata of highly varying permeability and landslides. Establish a mandatory time limit for conversion of septic systems located in these types of areas to sewers.

2.2 **Minimize personal and property damage from earthquakes.**

IMPLEMENTATION MEASURES:

a. Monitor the geologic special studies zones, which extend 350 feet on both sides of known and suspected faults in MAP PS-1.

b. Require a study by a registered geologist or certified engineering geologist to determine exact location and nature of the fault and the probability and probable extent of earthquake damage prior to development in any such zone.

c. Require all development in a geologic special studies zone to be set back 50 feet from each side of a mapped active fault trace.

d. Require special site-specific studies in areas potentially subject to liquefaction (shown in MAP PS-1) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.

e. Continue to implement the Unreinforced Masonry Program in Lordsburg. Complete the inventory of all unreinforced masonry structures in La Verne. Require structural reinforcement of all unreinforced masonry structures when renovated. The cost of such reinforcement shall not be an adequate justification for demolition of a structure determined to be historic within La Verne.

f. Provide rehabilitation grants for the retrofitting of the remaining unreinforced masonry buildings in the downtown.

g. Require that water heaters be bolted to the wall in all new residential construction. Encourage owners of existing homes to bolt water heaters to the wall and encourage the use of tankless water heaters.

h. Request that the Los Angeles County Flood Control District assess all dams in La Verne and upstream from La Verne for earthquake soundness.

2.3 **Prepare our community for the event of an earthquake.**

IMPLEMENTATION MEASURES:

a. Include earthquake preparedness in all regular fire safety inspections by the fire department.

b. Take an active role in the earthquake preparedness planning and drills for all city schools conducted by the Fire Department.

c. Review earthquake emergency planning periodically for all major contingents in the city to promote effective interaction in the event of an emergency. Review to be conducted by the Fire Department.

d. Provide periodic earthquake drills involving all major contingents in the city to help coordinate emergency activity in the event of an earthquake. Drills to be conducted by the Fire Department.

ISSUE: 3 **Hazardous Materials**

Hazardous materials used in local businesses and transported through La Verne represent both an immediate safety hazard and a long term threat to future generations. The potential for illegal dumping in the secluded areas of North La Verne also increases as public awareness of the issue of hazardous materials grows.

GOAL: 3 **PROTECT OUR COMMUNITY FROM THE DANGERS OF HAZARDOUS MATERIALS.**

POLICIES: *We shall:*

3.1 **Protect the public from the dangers of hazardous waste use and transport.**

IMPLEMENTATION MEASURES:

a. Enforce the Uniform Fire Code as it controls the use of hazardous materials, seeing





that appropriate laws are followed and precautions are taken for the type and amount of hazard being created protects the public from hazardous materials.

b. Require that the transport of hazardous materials in the city be restricted to the routes designated for such transport as indicated on MAP PS-2.

c. Request information from Southern Pacific and Atchinson, Topeka and Santa Fe lines about the frequency of transport of hazardous materials through La Verne, and what kinds of precautions are taken to ensure their safety.

d. Review railroad emergency procedures in the event of a rail accident involving hazardous materials.

e. Work with railroads to ensure rail safety along lines used to transport hazardous materials.

f. Require an environmental audit for all new commercial and industrial development on vacant parcels, including submittal of a site inspection report describing any contamination of land, groundwater and structures. The site inspection report shall also specify steps to be taken to correct the problem prior to development.

g. Require all La Verne Redevelopment Agency projects to perform Phase I clearances before development or redevelopment.

h. Comply with the Los Angeles County *Hazardous Waste Management Plan,* which was adopted by reference.

i. Ensure that facilities for the storage, processing, transportation, and maintenance of hazardous waste. Incorporate the standards of the County *Hazardous Waste Management Plan* in regards to siting, development controls, and review procedures.

j. Ensure continued implementation of the proposed *Hazardous Materials Release Plans* and *Hazardous Materials Inventories* of the City of La Verne, available for review at the city fire department.

3.2 Prevent illegal dumping.

IMPLEMENTATION MEASURES:

a. Increase patrol of hillside areas where illegal dumping has occurred in the past.

b. Increase the fines levied for illegal dumping.

c. Encourage citizens to report dumping when they observe it.

3.3 Promote public awareness of hazardous waste dangers.

IMPLEMENTATION MEASURES:

a. Inform the La Verne Chamber of Commerce of the city and county hazardous waste management plans, including any updates of the plans and encourage them to share the plans with members.

b. Inform residents of the types of household hazardous wastes and the proper manner of disposal through:

- New resident packages;
- School presentations;
- Local cable TV specials;
- Flyers distributed to neighborhood block leaders, homeowners associations, mobile home parks, churches and schools.

c. Maintain an understanding of our hazardous waste material responsibilities.

ISSUE: 4 Traffic Accidents

Traffic accidents along Foothill Boulevard and other intersections and railroad crossings are increasing as traffic volumes increase.

GOAL: 4 ENSURE SAFE TRANSPORTATION ROUTES.

POLICY: *We shall:*

4.1 Improve traffic safety.

IMPLEMENTATION MEASURES:

a. Review the traffic accident patterns along Foothill Boulevard to determine whether any design factors contribute to them. Modify ingress/egress patterns, signalization of intersections or other design features if warranted by the study.

b. Implement the Foothill Boulevard Specific Plan circulation plan, including:

- Intersection modification;
- Median improvements;
- Bus shelters;
- Private improvements.

c. Increase patrol of Foothill Boulevard for speeding and other moving violations.



d. Conduct a survey of traffic accidents to identify dangerous intersections and railroad grade crossings (both existing and proposed) and develop improvements for the identified intersections.

ISSUE: 5 Public Services: Police, Fire & Medical

The police department is staffed below its optimum level, but within the optimum level of 1.25 officers per 1,000 (08/11/97) both in sworn officers and civilian support employees. There remains a need for additional civilian employees to assist in support roles such as jailers. "At risk" youth and delinquent activity is an ever-increasing concern to our community.

The fire department has deficiencies of its own, in numbers, personnel and space, which will intensify as the city grows. In addition to these public service concerns, La Verne has no hospital and many hospitals are withdrawing from the trauma care network.

GOAL: 5 PROTECT OUR COMMUNITY FROM CRIME, FIRE, & INADDEQUATE MEDICAL EMERGENCY CARE.

POLICIES: *We shall:*

5.1 Provide adequate police protection.

IMPLEMENTATION MEASURES:

a. Maintain sworn officers in proportion to population to maintain a ratio of at least 1.25 officers per 1,000.

b. Enlist civilian employees to support sworn staff.

c. Provide adequate equipment for all personnel.

d. Include police facility expansion on the Capital Improvements Program. Current assessment estimates that the police facility will need enlargement by 1999 to house additional offices for investigators, administration, traffic and crime prevention.

e. Maintain sufficient fees charged to Fair Association to cover cost of police protection.

f. Work with Fair Association on all aspects of proposed improvements to minimize spillover crime, traffic congestion and parking problems into La Verne.

g. Continue to fund the Neighborhood Watch and Business Watch programs.

5.2 Minimize crime threat through safe development.

IMPLEMENTATION MEASURES:

a. Circulate all proposed project plans, both public and private, to the police department for evaluation of public safety impacts, as part of the development review procedure.

Police shall be consulted on issues including traffic, lighting, and impact on surrounding areas. This review shall take place at the earliest possible point to permit changes to be made if necessary.

b. Apply standards for defensible space* as part of the city design review process for residential projects (particularly multiple-family), where applicable.

These standards shall consider the following aspects of defensible space planning.

- Site design that ensures grounds surrounding the buildings are defined and related to a particular building.

- Site design that recognizes the interrelationship of buildings and grounds.

- Zones of transition from public to private spaces (e.g., gates, steps, changes in textures and heights).

- Develop areas where residents can observe public spaces.

- Design multiple-family residential projects incorporating the guidelines for defensible space as outlined in the Community Design Chapter.

- Only permit gated communities where a defensible safety advantage can be established.

- Ensure that all gated communities have gates that have been approved by both the fire and police departments, in accordance with the city's "Gate Standards", and electronic access for all emergency vehicles is provided.

* Defensible space is a concept developed and described by Oscar Newman in his book *Defensible Space: Crime Prevention through Urban Design.* The book includes a list of specific planning and design techniques that can be used to discourage crime.



5.3 **Increase youth crime prevention and intervention programs.**

IMPLEMENTATION MEASURE:

a. Support the following police department sponsored programs:

- D.A.R.E. - An education and participation program geared toward elementary and middle school age students that focus on self-esteem issues.

- Youth & Family Action Committee- A year round, community based program, combating alcohol and drug abuse, gang activity, and other destructive behaviors within the city's youth community.

5.4 **Provide adequate fire protection.**

IMPLEMENTATION MEASURES:

a. Maintain the seven-minute response time, or an acceptable response time, as determined by the fire chief.

Reject subdivision and development request that cannot meet this standard whether by location, design or the imposition of fire prevention and protection measures satisfactory to the fire chief.

b. Update and reevaluate each emergency management zone using the standards set forth by the Federal Emergency Management Agency, as necessary.

c. Take steps to provide 60 percent of the required fire flow as set forth in the Federal Emergency Management Agency's Fire Risk Analysis Program.

d. Ensure adequate fire hydrant service through the following actions:

- Inspect all fire hydrants for operational readiness on an annual basis.
- Repair and/or replace all defective hydrants.
- Check fire flow on hydrants as necessary.
- Install street hydrant markers on all hydrants in the city.
- Identify all sources of revenue that may be generated by the fire department.

e. Provide fire safety programs for schools, businesses, and residences.

5.5 Minimize fire threat through safe development.

IMPLEMENTATION MEASURES:

a. Circulate all public and private proposed project plans to the fire department as part of the development review procedure.

   The department shall be consulted on all aspects of the project involving fire safety, including building materials, access and circulation. This review shall take place as early in the process as possible to permit any necessary changes to project design.

b. Discourage hillside development within the response time if the Fire Department cannot adequately protect it.

c. Require residential fire sprinklers where determined necessary by the fire marshal, and as required by the hillside overlay zone.

5.6 Provide adequate emergency medical care.

IMPLEMENTATION MEASURES:

a. Maintain adequate paramedic service in La Verne. If deficiency occurs, add personnel and paramedic units as needed.

b. Improve the level of first aid skills for existing police and fire and dispatch personnel. Encourage all city employees to attend the on-going classes in first aid and cardiopulmonary resuscitation (CPR).

c. Establish strategic medical caches in La Verne.

d. Maintain and enhance a resource list of rescue equipment, medical supplies and ambulances.

e. Maintain and enhance active mutual aid agreements for medical disasters.

f. Continue to provide training in first aid and CPR to citizens in the community. Educate citizens in disaster preparedness.

g. Support efforts at the county and state level to restore the integrity of the trauma care network.

h. Establish an alternative method to back-up the current ambulance service.



ISSUE: 6 Emergency Operations: Evacuation & Communications

La Verne's emergency evacuation plan, which is shown on MAP PS-3, *must be widely publicized and practiced to effectively carry out. Emergency communications continues to be a serious problem for all emergency services. Technological changes make it necessary to constantly review our communication resources to ensure the most cost-effective capability.*

City departments seldom work together during their daily activities. Consequently, the working relationships and management needed during an emergency must be developed through preplanning and drills.

GOAL: 6 INTERACT EFFECTIVELY & EFFICIENTLY IN AN EMERGENCY.

POLICIES: *We shall:*

6.1 PREPARE OUR CITIZENS FOR SAFE EMERGENCY EVACUATION.

IMPLEMENTATION MEASURES:

a. Distribute information about the emergency plan to community groups, schools, churches, business associations, mobile home parks, homeowners association, and multiple family housing developments.

b. Periodically review emergency shelters to ensure that necessary equipment supplies are available in case of emergency.

c. Sponsor annual mock emergency drills in various parts of the city to test the effectiveness of emergency preparedness plans, through the fire and police department and with the assistance of community organizations.

d. Maintain a comprehensive "multi-hazard function emergency preparedness plan", as required by the State of California Office of Emergency Management.

6.2 Communicate effectively in the event of emergency.

IMPLEMENTATION MEASURES:

a. Keep emergency communications in constant review by attending related classes and interagency meetings.

b. Monitor our communication capabilities and upgrade, as possible changes become cost effective.

c. Provide training to our radio dispatchers to become certified as Emergency Medical Dispatchers.

6.3 Improve coordination of our emergency services.

IMPLEMENTATION MEASURE:

a. The fire department shall provide periodic emergency drills, tabletop drills and preplanning meetings to encourage coordination of efforts in the event of an actual city emergency.



Risk Assessment

This section of the **Public Safety Chapter** involves risk assessment.

TABLE PS-1 identifies those natural and man-made disasters that may impact La Verne residents. These potential disasters are described in detail in the background report. **TABLE PS-1** also identifies the level of risk for each hazard and the geographical implications in the event of environmental upset.

Each potential hazard to the public safety and welfare has been assessed according to the following levels of risk:

- Low Risk - The level of risk below which no specific action is deemed necessary. The occurrence of a specific event is unlikely.
- Medium Risk - The level of risk above which specific action is required to protect life and property, though the probability of the event taking place is low to moderate.
- High Risk - Risk levels are significant and occurrence of a particular emergency situation is highly probable or inevitable.

The "scope of risk" refers to the geographic area that could be potentially affected with the occurrence of one of the hazards. The scope of risk also includes three levels:

- Local - The affected geographic area that is directly affected would be localized or site specific;
- Citywide - The affected area would include a significant portion or all of the city; and
- Regional - The affected area would include the entire city and the surrounding region.

The State Office of Emergency Services (OES) has established three levels of emergency response to peacetime emergencies, which are based on the severity of the situation and the availability of local resources in responding to that emergency.

The three levels of emergency response include:

- Level 1 - A minor to moderate incident where local resources are adequate to deal with the emergency.
- Level 2 - A moderate to severe emergency where local resources are not adequate in dealing with the emergency and mutual assistance would be required on a regional or statewide basis.
- Level 3 - A major disaster where local resources are overwhelmed by the magnitude of the disaster and State and Federal assistance are required.

Those hazards of greatest concern to those that live and work in La Verne are evident from the examination of the level of risk column in **TABLE PS-1**.



Geologic Hazards & Constraints Map



Fault Zone

Landslide Areas

Groundwater Well

Soil Contamination Sites

Soil/Rock Units

1 Artificial Fill
2 Alluvium
3 Older Alluvium/ Terrace Deposits
4 Glendora Volcanic
- a *undifferentiated*
- b *andesite chiefly flows*
- c *dacites, rhyolite*
- d *volcanic conglomerates*
- e *tuff-breccia*

5 Basement Complex

Terrain/Constraints Modifiers

Alluvial Fan and Valley

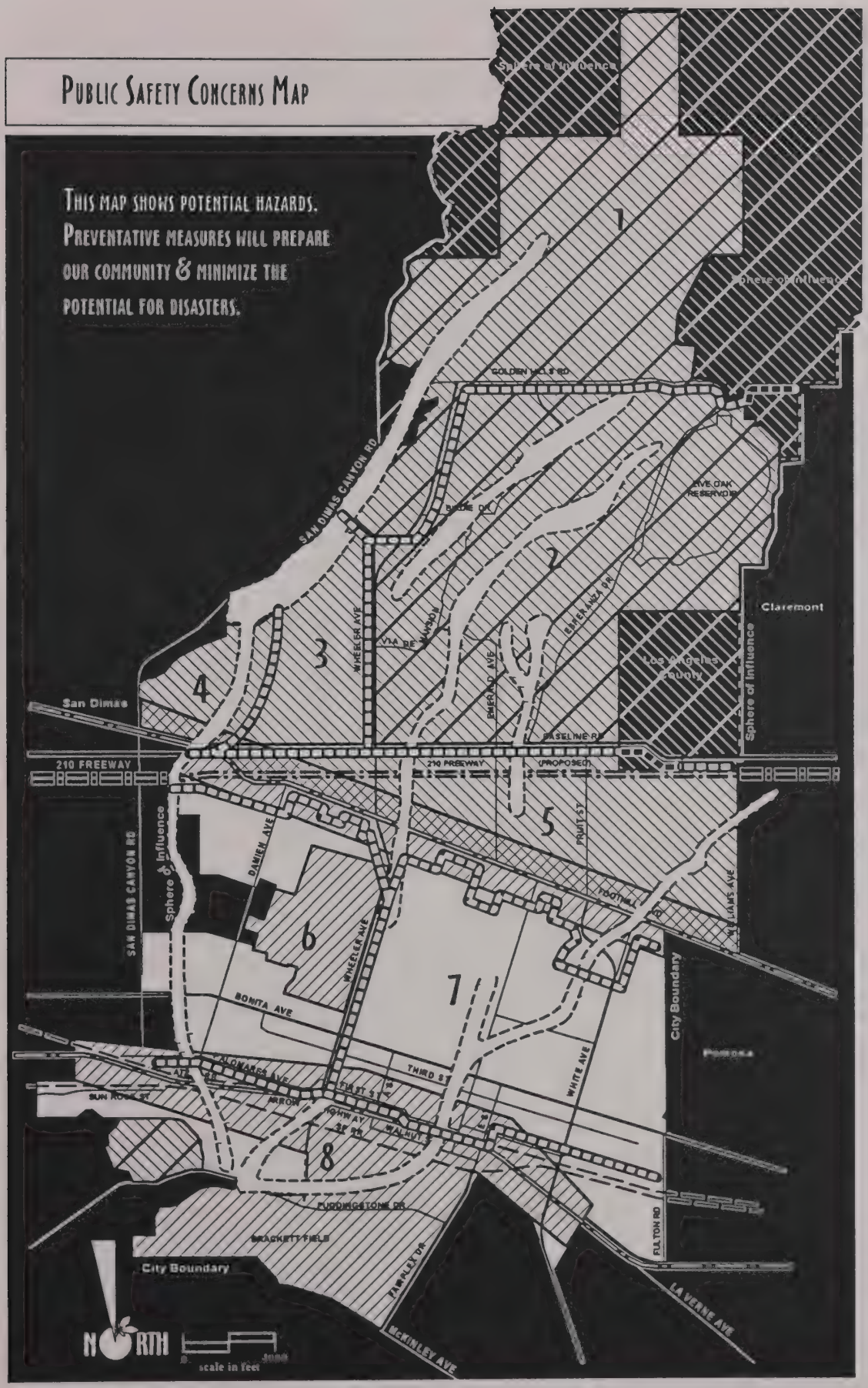
Foothill

A Soils Subject to Potential Settlement
B Potential Expansive Soils
C Shallow Groundwater & Potential for Liquefaction
D Potential Difficult Rippability
E Potential for Slope Instability/ Landslides

Source:
Leighton & Associates, Inc., La Verne Public Works, La Verne Community Development

Public Safety Concerns Map

PS-2



- Very High Fire Hazard Severity Zone (AB 3819)
- Flood Hazard Zone
- Hazardous Waste Producers
- Hazardous Material Transportation Routes
- Geological Hazards
- Planning Area Boundary

1 North La Verne Hillside
2 North La Verne
3 Northwest La Verne
4 Foxglen
5 Foothill Corridor
6 West La Verne
7 Lordsburg
8 South La Verne

Source:
Leighton & Assoicates, Inc., La Verne Fire, La Verne Community Development

PS-3

Emergency Evacuation Plan

- Emergency Evacuation Routes

Public Safety Concern Sites

- Schools
- University of La Verne
- David & Margaret Home
- Brethren Hillcrest Homes
- Senior Apartments
- Mobile Home Park
- Live Oak Reservoir
- Metropolitan Water District
- Bracket Field Airport
- San Dimas Dam

Source:
La Verne Fire, La Verne Community Development



Environmental Risk Assessment Framework

POTENTIAL OF OCCURENCE			SCOPE OF RISK			EMERGENCY RESPONSE		
Low	Medium	High	Local	City	Regional	Level 1	Level 2	Level 3
		x	x	x	x		x	x
		x	x	x	x		x	x
		x	x	x	x		x	x
	x		x				x	
x								
	x		x				x	x
x			x			x	x	
	x		x			x		
x				x			x	
x				x			x	
	x		x			x	x	
	x			x		x	x	
	x		x			x	x	
x			x			x	x	
x								
		x	x			x	x	
	x			x		x	x	
	x			x			x	
	x			x			x	
	x			x	x		x	x
	x				x		x	x
	x			x		x	x	
	x			x		x		
	x		x			x	x	
	x			x		x	x	
		x		x			x	x

ENVIRONMENTAL HAZARD

EARTHQUAKE
- Surface rupture
- Liquefaction
- Ground-shaking
- Slope failure
- Tsunami
- Dam Failure

LANDSLIDE

FLOODING
- Local ponding
- 50 year flood
- 100 year flood

FIRE
- Industrial
- Chemical
- Gas Main
- Subsurface
- High-rise
- Wildland

CHEMICAL CONTAMINATION
- Road Spill
- Airborne
- Subsurface
- Radiological

SEVERE AIRBORNE POLLUTION

MAJOR ACCIDENT
- Industrial
- Major road
- Aircraft
- Railway

WATER SHORTAGE

SPOTLIGHT ON OUR NATURE



RESOURCE MANAGEMENT

LA VERNE

SPOTLIGHT ON OUR NATURE



RESOURCE MANAGEMENT

LA VERNE

Preserving & improving our neighborhood parks & recreation areas, youth sports facilities, our scenic highways, the air quality & biological resources are central goals of this Resource Management Chapter.

This chapter involves La Verne's natural environment - what it is, why it's important, and how to manage it. Our natural resources include the air we breathe and the water we drink. The view of the foothills, the stands of native oaks, and the neighborhood parks all contribute to our health and a quality of life unique to La Verne.

Vision

We aim to manage our resources so that:

- Parks, facilities, trails and open space connect in a safe and logical manner.
- Parks and facilities are improved to meet the needs of those who share them.
- Scenic vistas and routes are given priority for development and improvements.
- Open space is preserved, acquired when feasible, and integrated into the larger system.
- Wildlife and native plants are protected.
- Air quality is improved and water conservation is practiced.
- Sustainable development protects the integrity of our natural systems and built environment.

Highlights

The **Issues, Goals & Policies** section of the **Resource Management Chapter** will address these topics:

1. **Parks & Recreation.** A comprehensive update to the *Parks & Recreation Facilities Master Plan* was undertaken as part of this effort and accompanies this plan as an appendix. The master plan and the general plan are dependent upon each other in many ways. The master plan's assessment of La Verne's park and recreational needs is essential to determining general plan policy.

   Past analysis revealed that La Verne had an inadequate amount of park space, particularly in North La Verne. Since adoption of the 1989 General Plan, parks have been constructed in the northern foothill developments of Marshall Canyon Estates and La Verne Heights.

Regional Open Space Goals

The Southern California Association of Governments, in its Growth Management Element, has adopted a range of goals and policies to increase open space in the region. The following policies of the regional plan are incorporated into La Verne's general plan:

GOAL: To preserve, expand and/or promote new open space areas throughout the San Gabriel Valley.

POLICIES:

- ☑ Encourage coordination with other governmental agencies to maximize regional open space and recreational opportunities.

(One of the initiatives proposed in this new general plan is the development of a subregional nature conservancy for protection of lands in the hillsides.)

In the southern portion of the city, neighborhood parks now serve the Hayes-Price neighborhood and the Foothill Collection development.

The updated *Parks & Recreation Facilities Master Plan* indicates that existing park space and facilities may not adequately address the recreation needs of current and potential users. Most of the residential neighborhoods south of Foothill Boulevard are adequately served by the existing park system. Potential new park needs include skateboard parks and dog parks.

Neighborhoods and residential developments under construction or planned north of Foothill Boulevard are located outside the service area of an existing park. Neighborhoods that will be most affected by projected park service deficits for the year 2010 are West La Verne and the Foothill Corridor.

2. **Open Space.** Resource management addresses open space in the form of wilderness and developed recreational land, under the auspices of the parks and recreation facilities master plan.

3. **Scenic Vistas & Routes.** Our scenic routes offer views of the foothills and the forest that lie just beyond them, as well as a view of the valley from above.

4. **Biological Resources.** The Biological Resources Study, located in the appendix, provides information on plant and wildlife communities and their local habitats. There has been little change in biological resources in the last decade, although we have received notice from the Department of Fish and Game that some endangered species may be found in the northern areas of our City.

Resource management considers the long-term effect that future development will have on plant communities that support wildlife species and prescribes complete environmental studies for projects in identified sensitive areas.

The biological study for this General Plan indicates there is a very low probability of finding these species in north La Verne; although the coastal California gnatcatcher, which is a federally threatened species, is considered to have a moderate potential for occurrence.

This technical study was performed in conjunction with this plan. It was incorporated into the maps and policy of this chapter in accordance with the California Environmental Quality Act, Federal and State endangered species acts, Migratory Bird Treaty Act, U.S. Clean Water Act Section 404, and California Fish and Game Code Section 1600.

Its purpose was threefold:

- Map the extent and evaluate the quality of plant communities so that policies could be developed to limit impact upon our unique resources.
- Identify the extent of potential habitat for sensitive species so that future impacts toward them could be avoided.
- Locate the presence of streambeds and wetlands that may be subject to jurisdiction under state and federal laws.

5. **Air Quality.** La Verne sits at the base of the San Gabriel Mountains. On a clear day you can see hillside trees with such clarity that it seems as though you could reach out and touch them. On a smoggy day, the haze is so thick that it's hard to even see the rugged mountain tops cut across the sky.

   The same picturesque mountains that frame our community often act to choke it. The foothills serve as a barrier to air movement, trapping smog overhead. We can't move mountains, but we can help improve the air that flows into the foothills. How? By including air cleansing measures in our planning practices and cooperating with regional and state agencies to further reduce air pollution.

   Our city has adopted regulations to manage transportation demand that encourage car-pooling and bicycle riding over one-person car trips. We also work hard to maintain our urban forest, protecting mature native trees and requiring extensive landscape on new developments.

   Together, through actions such as these, we can fight air pollution and improve our local and regional air quality.

6. **Water Conservation.** You wouldn't know it to look around this town, but, like most of Southern California, La Verne's climate is arid and naturally dry. Water is always in demand, and when supply is short, its quality becomes even more important.

   Our average rainfall of about 15 inches a year is not enough to quench the thirst of a growing city. We must continue to ensure adequate water supply to the people, plants and wildlife, and, commerce and industry that combine to make our city thrive.

   In doing so, the city's adopted several strategies to conserve and protect our water supply. Many of these are contained within the water conservation chapter of the municipal code. We have adopted National Pollution Discharge Elimination System program standards in compliance with the Clean Water Act as amended in 1987.

- ☑ Support a program in which citizens can participate in the acquisition, planning, construction and development of parks.
- ☑ Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.



Regional Air Quality Goals

Traffic congestion and poor air quality, reports the Association of Governments, are results of population growth and economic development. How do we better balance these forces?

A balanced subregion of housing, job opportunities and services will result in the ability of the residents to remain "close to home" to perform many of their work and non-work trips.

Furthermore, a balanced subregion offering diversity in its housing, jobs and services to accommodate all residents will further reduce these challenges.

The City of La Verne, in adopting its general plan, incorporates the following air quality policies (paraphrased in plain English) of the SCAG Regional Comprehensive Plan:

GOAL: To provide a balanced subregion which will result in increased mobility opportunities and cleaner air.

The city also provides public outreach and education programs that increase public awareness and encourages participation. We help to reduce the need by requiring drought tolerant landscaping on commercial sites and encouraging use in private projects through rebate incentive programs.

The ongoing issue of limited water demands our attention. We must plan for its use and prevent pollution of the water that courses our streambeds, channels and storm drains en route to the ocean that serves to sustain all life.

7. **Solid Waste Management.** When trash is placed at the curb for pickup, it doesn't magically disappear into a bottomless pit. Our solid waste must be trucked to a far off disposal site where it may be buried in a landfill or burned in an incinerator.

   Local, regional, and even national landfills are running out of space. Incineration is controversial, difficult to site, and has its own set of disposal needs. Just the acts of hauling of trash and disposal are energy consuming and pollution producing in themselves.

   In 1989, the State of California adopted Assembly Bill 939, the Integrated Waste Management Act, to extend the life of state landfills. The act requires a 50% reduction of materials buried in landfills by the year 2000. La Verne responded with programs that encourage and require residents and companies to reduce, reuse, and recycle:

   - Reduce the amount of products consumed in the first place;
   - Reuse items for purposes other than their original use;
   - Recycle bottles, cans, plastics, paper, motor oil and yard waste, rather than simply tossing them to the curb.

8. **Sustainability.** Sustainable development is a concept that encompasses all phases of resource management from planning circulation systems that foster better air quality to designing landscapes that conserve water and energy to providing housing options that encourage better land use and promote restoration of existing facilities.

   A sustainable community incorporates all aspects of maintaining a healthy environment, beyond preserving open space, trees and ecologically sensitive habitat; it also incorporates transportation systems, housing, economic development, and jobs/housing balance.

Issues, Goals & Policies

The following goals and policies address resource management issues in our city.

ISSUE: 1 **Parks & Recreation**

Existing park space and facilities may not adequately address the recreation needs of current and potential users.

GOAL: 1 **AN ATTRACTIVE, SAFE & ACCESSIBLE PARKS & RECREATION SYSTEM.**

POLICIES: *We shall:*

1.1 **Provide ample and accessible parks throughout our community.**

IMPLEMENTATION MEASURES:

a. Ensure that all of the existing and future residential neighborhoods are served by at least one neighborhood park.

b. Discourage commercial development on regional parkland that serves both the city of La Verne and other cities in the surrounding region.

c. Target new park development in neighborhoods that are underserved.

d. Focus future park site acquisition on the development of mini-parks along the designated hiking/bikeway trails, small neighborhood parks (five acres or less).

e. Consider the 210 freeway right-of-way and adjacent irregular parcels as potential park areas.

f. Ensure major park developments are reviewed by the Development Review Committee, the Planning Commission and/or the City Council for the project's impacts on existing parks. The level of review will be determined by the scope of the project.

g. Establish a timetable for the improvement of those newly acquired park sites in north La Verne.

h. Establish a timetable for acquisition of future parkland.

i. Develop and maintain parks and recreation facilities at a minimum standard of four (4.0) acres per 1,000 persons. This standard does not include open space areas used for recreational purposes, sensitive habitats, and other natural resource preserves.

j. Explore innovative ways and means of financing the maintenance of existing and future parks.

POLICIES:

- ☑ Encourage the development of a balanced housing stock which matches the types of employee opportunities found within the San Gabriel Valley.
- ☑ Encourage pedestrian-oriented development, where appropriate.
- ☑ Support mixed-use development to maximize transportation efficiency, where appropriate.
- ☑ Encourage intensification of land uses around transit corridors/centers, where appropriate.





Regional Air Quality Management Plan

The Regional Comprehensive Plan, however, is not the only source for air quality policies that have an impact on La Verne. The Southern California Association of Governments states:

> Many regulations now exist for protection and improvement of the air quality. These regulations include the Air Quality Management Plan, Federal and State Air Quality Standards, Congestion Management Plan, Trip Reduction Ordinance Handbook and Backstop Rule, Carbon Monoxide Plan, and Regional Comprehensive, Air Quality and Growth Management Plans.
>
> While each city in the subregion is responsible for complying with these regulations, they do not necessarily take into account the local jurisdiction's concerns, fiscal impacts and other limitations, making it arduous for cities to comply.

1.2 **Develop a connecting trail system.**

IMPLEMENTATION MEASURES:

a. Develop trails to connect our parks and open space.

b. Encourage multiple trail use for biking, jogging and equestrian use.

c. Focus future park site acquisition on open space easements for trails.

d. Design trails to connect with regional trails.

e. Encourage the county to complete the development of the Marshall Canyon Trail and the San Dimas/Live Oak Trail.

1.3 **Provide a variety of recreational facilities and activities for all age groups.**

IMPLEMENTATION MEASURES:

a. Adopt the park master plan recommendations regarding deficiencies in specific uses and types and of facilities.

b. Continue La Verne's practice of cooperation with public school districts, private schools, the University of La Verne and other major public institutions regarding the joint use of facilities for recreational purposes.

c. Set priorities for new capital improvements for those facilities located in areas that are presently underserved by parks.

d. Evaluate park lighting standards on a case-by-case basis to determine the appropriate illumination required based on activities and location.

e. Establish joint venture projects between the City and other entities to minimize development costs and impacts for each participant.

f. Continue the existing joint service agreement with Bonita Unified School District as implemented through the construction of the Sports Park.

g. Examine joint opportunities with the University of La Verne to establish athletic fields and game courts to assist in making up for the deficiency of community parks in south La Verne.

(See **MAPS RM-1** and **RM-2** for existing and future park locations and service areas.)

1.4 Design Safe Parks.

IMPLEMENTATION MEASURES:

a. Design with defensible space criteria.

b. Provide clear lines of sight into the facility for police and fire personnel.

c. Design facilities to minimize risk or injury.

d. Examine existing facilities for retrofit improvements to increase visibility.

ISSUE: 2 Open Space

Shrinking areas of open space and destruction of wildlife corridors lead to the loss of animal and plant life.

GOAL: 2 PRESERVE & PROTECT OUR OPEN SPACE.

POLICIES: *We shall:*

2.1 Establish an open space conservancy.

IMPLEMENTATION MEASURE:

a. Seek out funding for the establishment of an open space preservation conservancy.

2.2 Develop a natural buffer zone.

IMPLEMENTATION MEASURES:

a. Ensure that the hillside residential general plan designation provides for an undeveloped buffer zone between developed areas in the city and the national forest.

b. Continue work with the City of Claremont to incorporate the forest lands and sphere of influence areas between our cities.

c. Continue to work through the Local Agency Formation Commission to form agreements such as the 1990 La Verne-Claremont Planning Sphere of Influence Agreement.

d. Maintain the minimum open space requirement as stated in the preservation standard of ten acres per 1,000 population (including public and private recreation and open spaces).

2.3 Establish contiguous wildlife corridors.

IMPLEMENTATION MEASURES:

a. Pursue opportunities with other organizations, such as the Wildlife Corridor Conservancy Authority.

Furthermore, many regulations set targets for specific actions without taking into account how they perform on a local level.

As the 1994 Air Quality Management Plan is currently being developed, it will be imperative that local concerns be taken into account and policies developed that address those concerns.

San Gabriel Valley cities are willing to take the responsibility of implementing actions for air quality improvement that they find to be most effective.

(When deciding on effectiveness, cities will take into account such issues as the amount of pollution reduced, cost effectiveness, political feasibility and implementability.)

Although the air quality in the South Coast Air Basin, and specifically in the San Gabriel Valley has continued to improve in the last 20 years, the region continues to maintain the worst air





quality in the nation. The greatest sources of air pollutants in the region are mobile sources, but stationary sources also heavily contribute to emissions.

In 1992, the San Gabriel Valley complied with both federal and state requirements for carbon monoxide, nitrogen dioxide, and sulfur dioxide by not exceeding the standards on any day. But, the Valley did exceed the federal and state standards for ozone and particulate matter.

b. Remove existing physical barriers, where feasible, that restrict wildlife access to water and native habitat.

ISSUE: 3 Scenic Vistas & Routes

Insensitive development could negatively effect several streets in the northern part of our city that have significant scenic vistas - an important resource.

GOAL: 3 PROTECT & PROMOTE OUR SCENIC VISTAS & ROUTES.

POLICIES: *We shall:*

3.1 Preserve our scenic vistas.

IMPLEMENTATION MEASURES:

a. Require that any development that is proposed within the scenic vista areas are designed so views of the mountains or the canyons will not be compromised.

b. Prohibit grading of any type of feature that could be considered a ridge.

(See Land Use Chapter: Hillside Development.)

c. Encourage the preservation of the existing native plant and heritage resources in our city.

d. Maintain and preserve the remaining citrus groves at Heritage Park as a reminder of the city's past and as an open space resource.

e. Require that all plans for these scenic vistas conform to standards contained in the Community Design Chapter.

3.2 Improve our scenic routes.

IMPLEMENTATION MEASURES:

a. Prioritize funding of scenic corridor improvements over other streetscape improvements, including developing a planting plan for street trees along each designated street with scenic vistas, as identified on MAP RM-5.

b. Develop additional amenities such as bike routes, hiking trails, and par courses along the scenic vista streets.

c. Post each of the designated streets as a scenic corridor.

d. Underground utilities and replace existing streetlights with less obtrusive lighting for these designated streets.

e. Where possible, require that any improvements to flood control channels be designed to retain the natural plant communities along the channels.

f. Encourage landscaping with native plants of existing flood control channels of the Los Angeles County Flood Control District.

(Refer to **Community Facilities Chapter.**)

ISSUE: 4 **Biological Resources**

The city must strike a balance between providing necessities and amenities for residents and preserving both plant and animal life in the city.

GOAL: 4 **PRESERVE OUR DIVERSIFIED PLANT & ANIMAL LIFE.**

POLICIES: *We shall:*

4.1 **Preserve mature trees wherever possible.**

IMPLEMENTATION MEASURES:

a. Prohibit removal of significant or heritage trees without permit.

b. Require mature trees to be replaced at the four-to-one ratio.

4.2 **Protect and preserve our native plant communities and habitats.**

IMPLEMENTATION MEASURES:

a. Determine resource management policy based upon the areas identified on **MAP RM-6.**

b. Include native plants in fuel modification zones when possible.

c. Preserve the wide variety of plant communities in the hillside areas.

d. Examine the greater effect of habitat loss on native wildlife species.

e. Restrict habitat upset to non-nesting months in accordance with the Migratory Bird Treaty Act.

f. Require replacement planting of native vegetation lost on cut and fill slopes during project grading.

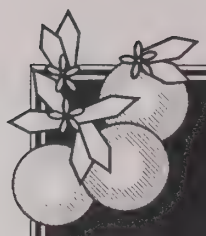
g. Consult an independent qualified biologist before constructing new trails.

h. Preserve the original nature and form of streambeds and drainage courses.

i. Install bridges and culverts to permit wildlife movement and direct storm runoff.

j. Fence, sandbag, and monitor adjacent construction project sites.





Regional Air Quality Management Goals

The La Verne general plan incorporates the following goals and policies from the *Air Quality Management Plan*, paraphrased in plain language:

OVERALL GOAL:
To achieve improved air quality through the development of local programs and actions that provide for the balance of economic, health and lifestyle considerations in the San Gabriel Valley.

GOAL: Coordinate on a subregional basis an effort to attain compliance or to make a "good-faith" effort at compliance, with current and future air quality regulations.

POLICIES:

- ☑ Support compliance with air quality measures and regulations.
- ☑ Support local involvement and input by cities in the San Gabriel Valley.

4.3 Protect and preserve our Southern Mixed Chaparral and Coastal Sage Scrub communities.

IMPLEMENTATION MEASURES:

a. Require biological surveys for the California gnatcatcher and sensitive native plants before grading in these communities.

b. Consult with the U.S. Fish & Wildlife Service if a gnatcatcher is found in a project area.

4.4 Protect and preserve our Southern Oak Riparian Woodlands.

IMPLEMENTATION MEASURES:

a. Require biological surveys for identified plants and animals before oak tree removal or grading in these woodlands.

b. Require biological surveys for identified plants and animals before approval of any change to streambeds, such as those of Marshall Canyon.

c. Obtain the required permits for any activities that may alter streams of these woodlands.

4.5 Protect and preserve our other Riparian Habitats.

IMPLEMENTATION MEASURES:

a. Require biological surveys for identified plants and animals before grading in these habitats.

b. Obtain the required permits for any activities that may alter the streams of these habitats.

4.6 Protect and restore our Ruderal-Disturbed habitats.

a. Replace Eucalyptus trees with native trees if removal is necessary.

b. Limit Eucalyptus tree trimming to non-nesting months in accordance with the Migratory Bird Treaty Act.

c. Consult an ornithologist to evaluate the need for burrowing owl surveys before any modification to open grassy habitats, such as those of Brackett Field and Live Oak Reservoir.

d. Obtain the required permits for any activities that may alter open water habitats, such as Live Oak Reservoir and Puddingstone Dam.

ISSUE: 5 **Air Quality**

La Verne is located in a region that consistently exceeds maximum state and federal air quality standards.

GOAL: 5 **IMPROVE OUR AIR QUALITY.**

POLICIES: *We shall:*

5.1 **Reduce vehicular air pollution.**

IMPLEMENTATION MEASURES:

a. Adopt the South Coast Air Quality Management Plan.

b. Participate in the South Coast Air Quality Management District's attainment program.

c. Continue our public employee bicycle incentive program.

d. Require public and private development to encourage employees to walk, bicycle or carpool to work through transportation demand and trip reduction measures.

e. Support the purchase of additional bicycles for police department bicycle patrol to supplement the current four.

f. Include pedestrian and bicycle paths whenever possible in our Capital Improvement Program, placing special emphasis on east-west routes.

Locations for improvement should include:

- Durward Way, through the flood control channel between Bonita High School and Las Flores Park;
- Between Edwards property and the Stater Brothers Center;
- Between Grace Miller school and Paseo Avenue;
- Between Las Flores Park and future development to the north;
- Between the community center and Foothill Boulevard Specific Plan Site 6 property development;
- Along Arrow Highway, Thompson Creek, and other locations which offer a regional trail connection.

g. Object officially to actions of other agencies that would result in increased pollution.

h. Insist on the development of adequate mitigation measures and a monitoring program to enforce other agency actions.

GOAL: Improve air quality in the San Gabriel Valley through implementation of actions to reduce emissions at their sources.

POLICIES:

- ☑ Promote actions which encourage the use of alternative modes of transportation to the single-occupied vehicle, including promotion of non-motorized modes of transportation, transit ridership and ridesharing for work and non-work trips.
- ☑ Encourage actions that eliminate work and non-work trips entirely and/or afford reduction in vehicle miles traveled.
- ☑ Support programs to educate the public on the options and alternatives available to them for transportation and the varying impacts those options have on air quality.
- ☑ Facilitate improvements to transportation corridors and transit facilities to alleviate congestion and improve transportation circulation.





- ☑ Encourage waste management practices which afford emissions reduction through encouraging reduction, reuse, and recycling of waste products.
- ☑ Encourage the development of local policies for area source controls.
- ☑ Support public participation in the development of realistic and feasible programs to reduce emissions.
- ☑ Encourage existing and new industrial activity to be low emitting.

5.2 Reduce energy consumption.

IMPLEMENTATION MEASURES:

a. Require energy-saving designs and features in new and refurbished buildings in accordance with state energy conservation guidelines.

b. Assist local utility companies with their public education energy conservation programs.

c. Encourage public employees to follow energy conservation procedures.

d. Require new dwelling units to contain solar dry plumbing, in addition to other provisions of the solar collector ordinance.

ISSUE: 6 Water Conservation

Water conservation is a critical issue in the Southern California region.

GOAL: 6 CONSERVE OUR WATER.

POLICIES: *We shall:*

6.1 Reduce wasteful use of water.

IMPLEMENTATION MEASURES:

a. Enforce city water saving irrigation practices for all development.

b. Enforce city standards for drought tolerant landscaping for all development.

c. Encourage landscaping with appropriate (low-fuel, non-invasive) native species in the hillside areas.

d. Research and evaluate gray water technology on a regular basis; encourage gray water recycling in all new development in keeping with the city's adoption of the Los Angeles County ordinance.

e. Retrofit medians, in the course of other landscape renovation or as money is available, with drought tolerant plantings in new medians.

f. Discourage the use of root barriers; promote deep watering to encourage deep root systems that give trees a stronger anchoring system and access to ground water.

ISSUE: 7 Solid Waste Management

Solid waste management has become an important issue in Southern California as available landfill space decreases.

GOAL: 7 EXTEND THE USEFUL LIFE OF LANDFILLS USED BY LA VERNE.

POLICIES: *We shall:*

7.1 Recycle solid waste.

IMPLEMENTATION MEASURES:

a. Maintain our commitment of recycling through voluntary programs such as:

- Residential curbside recycling;
- Pilot commercial recycling;
- Green waste recycling;
- Used oil recycling centers;
- Reverse vending and machines;
- Buy-back locations.

b. Continue a recycling program for all City facilities that includes: newspaper, mixed paper, aluminum and tin cans, plastics, glass and green waste. Continue practice to mulch and compost green waste generated by city parks.

c. Continue promotion of recycling opportunities through updated and current printed and other appropriate means of distribution.

d. Allow municipal landscapes to develop in a natural form rather than maintain a highly manicured image; require natural form in commercial and residential developments.

e. Continue and expand education programs to encourage composting and grass cycling as a means of reducing waste.

f. Develop mulch distribution programs to recycle municipal pruning.

ISSUE: 8 Sustainability

All developmental decisions and actions have a cumulative effect on the community and the system of which it is a part.

GOAL: 8 FOSTER A HEALTHY COMMUNITY.

POLICIES: *We shall:*

8.1 Strive for economic stability, environmental responsibility and a high quality of life.

IMPLEMENTATION MEASURES:

a. Investigate alternative-housing options to best serve all segments of the City's population.

b. Encourage development of alternative transportation modes and redesign circulation paths to better connect segments of the city.

c. Require alternatives to traditional development solutions.



d. Maximize the use of alleys and streets; make alleys user friendly by incorporating greenery and safe lighting.

e. Encourage the adaptive reuse of buildings.

f. Establish ties with other communities to develop sustainable practices on a regional level.

g. Make information from local utilities on energy conservation procedures and programs available at city offices and the library.

h. Require that improvements to flood control channels undergo design review to ensure that they retain existing plant communities; are fully landscaped; and, where possible, are designed to mimic natural land contours.

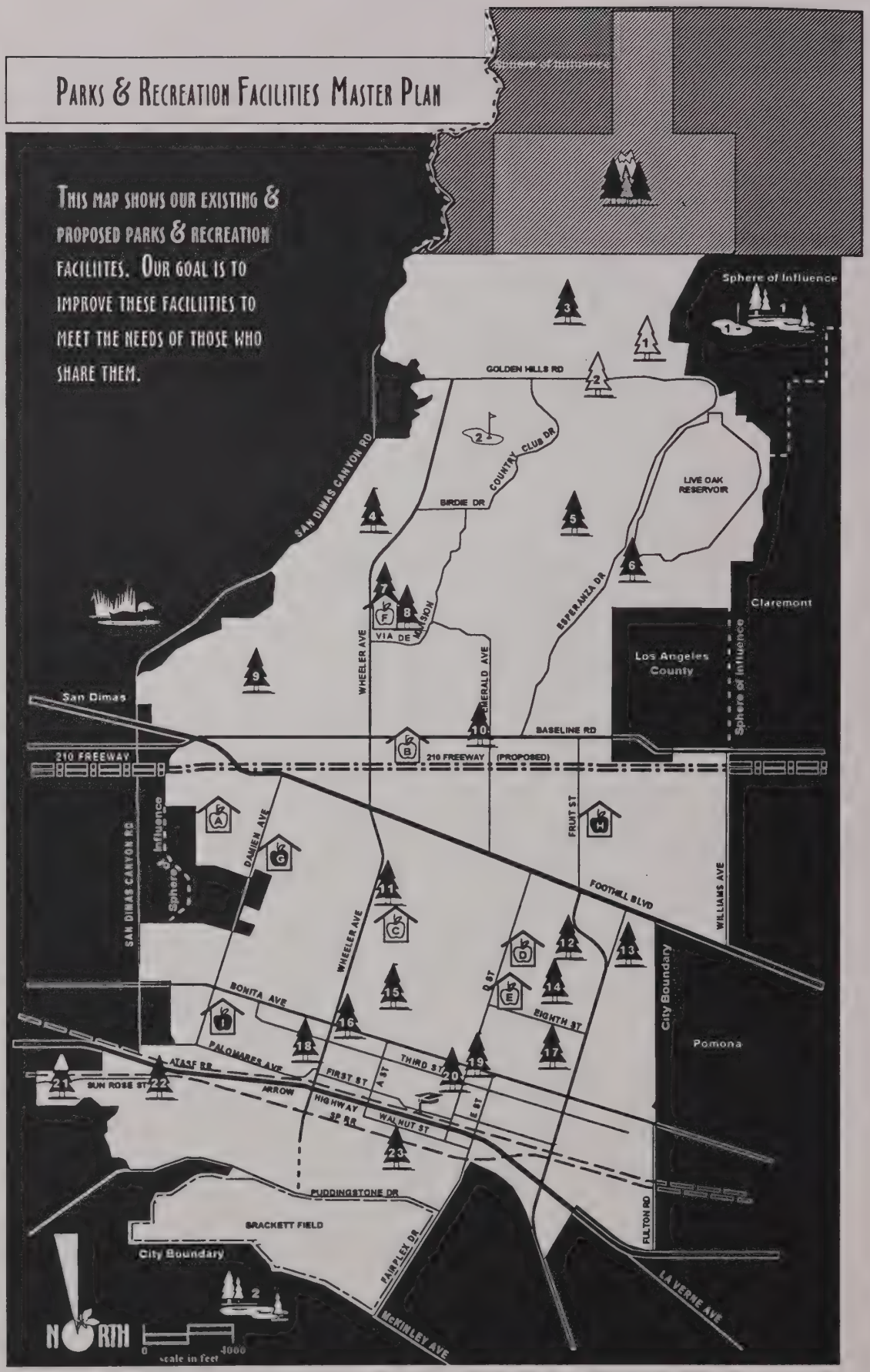
i. Search for an available building to transform into a sustainable development demonstration site that includes components such as:

- xeriscape landscaping;
- composting;
- recycled building components;
- nontoxic paints;
- solar power; and,
- other environmentally sound practices.



RM-1

Parks & Recreation Facilities Master Plan

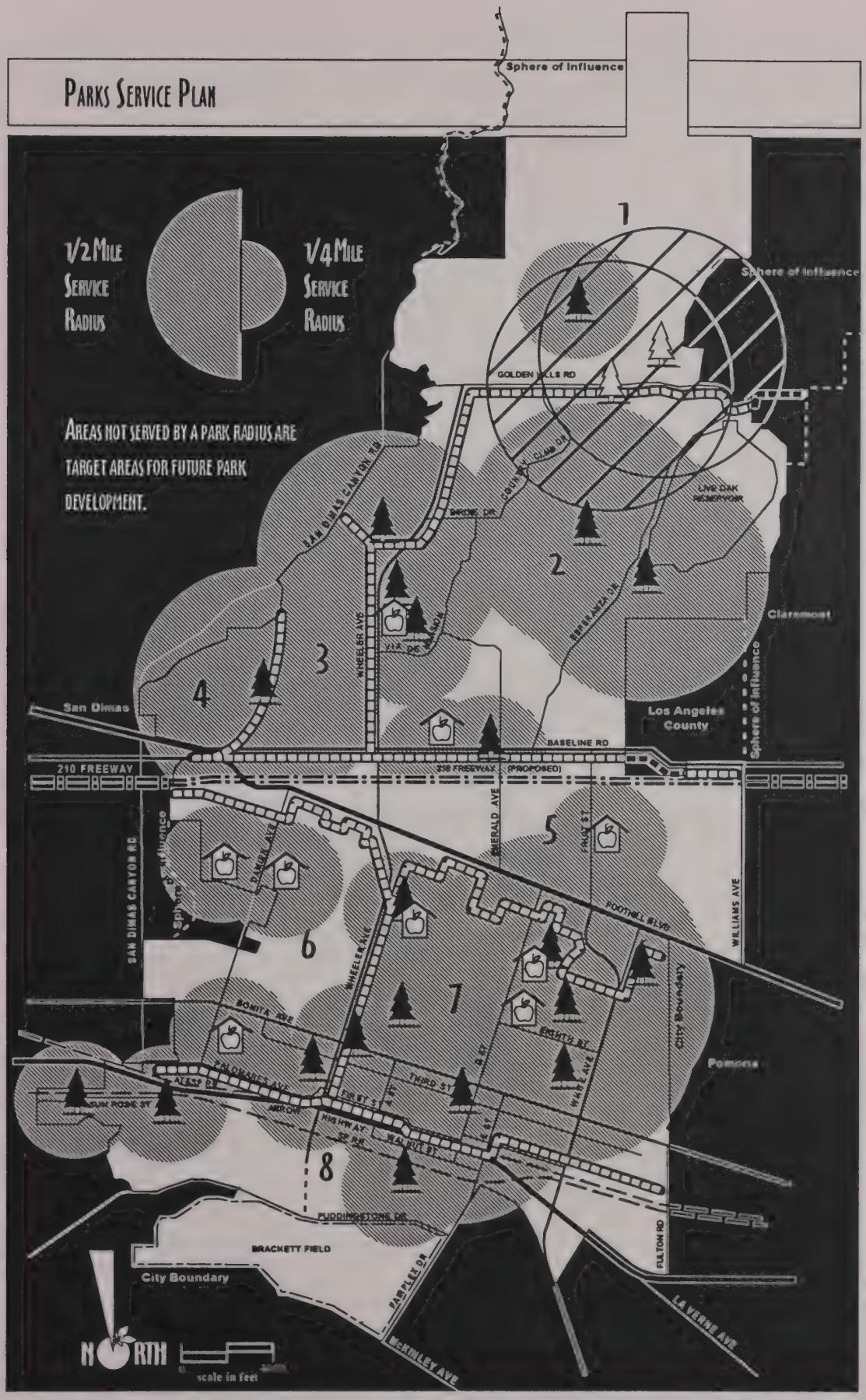


- National Forest
- Regional Parks
  - 1 Marshall Canyon
  - 2 Frank Bonelli Park
- Municipal Parks
  - 3 Rustic Canyon Park
  - 4 Mills Park
  - 5 La Verne Heights Park (Private)
  - 6 Live Oak Park
  - 7 Oak Mesa Park
  - 8 Heritage Park
  - 9 Los Encinos Park
  - 10 Emerald Park
  - 11 Pelota Park
  - 12 Bonita H.S./ Sports Park
  - 13 Price/Hayes Park
  - 14 Las Flores Park
  - 15 Kuns Park
  - 16 Neighborhood Center
  - 17 Lincoln Park
  - 18 Wheeler Ave Park
  - 19 Old Town Plaza
  - 20 Mainiero Square
  - 21 Bren Park (Private)
  - 22 Rodine Park (Private)
  - 23 Challenger Park
- Planned Parks
  - 1 Lowell Brandt Park
  - 2 Golden Hills Wilderness Park
- Public Schools
  - A Ramona Jr. H.S.
  - B La Verne Heights Elementary
  - C Grace Miller Elementary
  - D Bonita H.S.
  - E J. Marion Roynon Elementary
  - F Oak Mesa Elementaryy
- Private Schools
  - G Calvary Baptist
  - H Lutheran H.S.
  - I Damien H.S.
- University of La Verne
- San Dimas Canyon Nature Center
- Golf Courses
  - 1 Marshall Canyon
  - 2 Sierra La Verne

Source:
1998, Parks & Recreation Master Plann

Parks Service Plan

RM-2

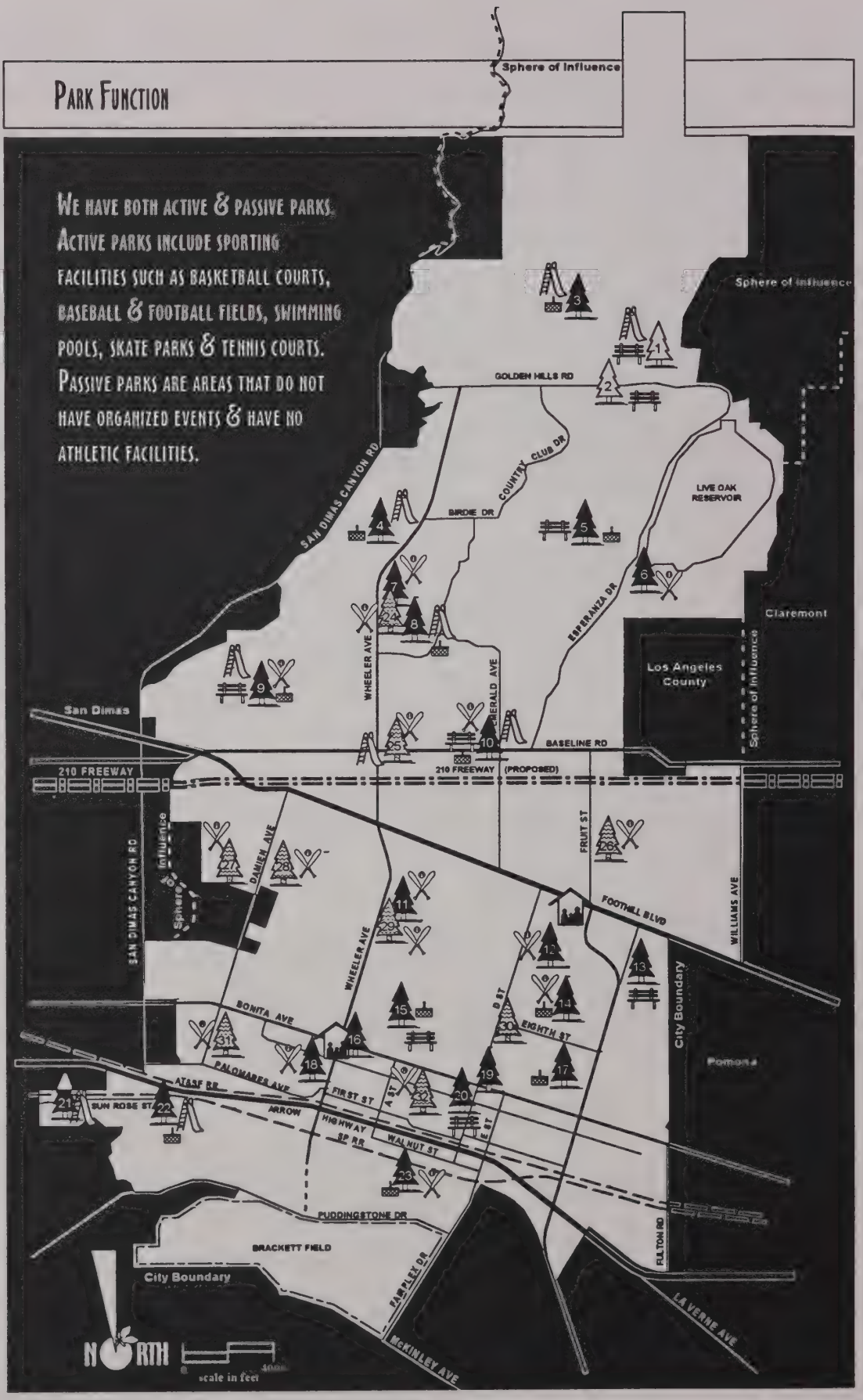


- Planned Parks
- Planned Parks Service Areas
- Developed Parks
- Developed Parks Service Areas
- Schools
- Planning Area Boundary:
  1. North La Verne Hillside
  2. North La Verne
  3. Northwest La Verne
  4. Foxglen
  5. Foothill Corridor
  6. West La Verne
  7. Lordsburg
  8. South La Verne

Note:
Areas not served by a park radius are targeted for future park development

Source:
1998 Parks & Recreation Master Plan, La Verne Community Development

Park Function



- Passive
- Picnic Area
- Play Area
- Sports
- Community Center

Developed Parks

3 Rustic Canyon Park
4 Mills Park
5 La Verne Heights Park (Private)
6 Live Oak Park
7 Oak Mesa Park
8 Heritage Park
9 Los Encinos Park
10 Emerald Park
11 Pelota Park
12 Bonita H.S./ Sports Park
13 Price/Hayes Park
14 Las Flores Park
15 Kuns Park
16 Neighborhood Center
17 Lincoln Park
18 Wheeler Ave Park
19 Old Town Plaza
20 Mainiero Square
21 Bren Park (Private)
22 Rodine Park (Private)
23 Challenger Park

Joint Use Parks

24 Oak Mesa Elementary
25 La Verne Heights Elementary
26 Lutheran H.S.
27 Ramona Jr. H.S.
28 Calvary Baptist
29 Grace Miller Elementary
30 J. Marion Roynon Elementary
31 Damien H.S
32 University of La Verne

Planned Parks

1 Lowell Brandt Park
2 Golden Hills Wilderness Park

Source:
1998 Parks & Recreation Master Plan

Bikeways & Trails Master Plan

RM-4



- Proposed
- Existing
- Hiking Trails
- Equestrian Trails
- Bike Paths

Source:
L.A. Metropolitan Transportation Authority, La Verne Community Development

Scenic View Corridors Map

Scenic Corridor

Scenic Vista

1 Esperanza Drive (climb into the hills)

2 Esperanza Drive (looking south upon the valley)

3 Esperanza Drive (looking north at mountains)

4 Ridgeview & Canyon Crest (looking west from La Verne Heights)

5 Esperanza Drive (looking north at the San Gabriel Mountains)

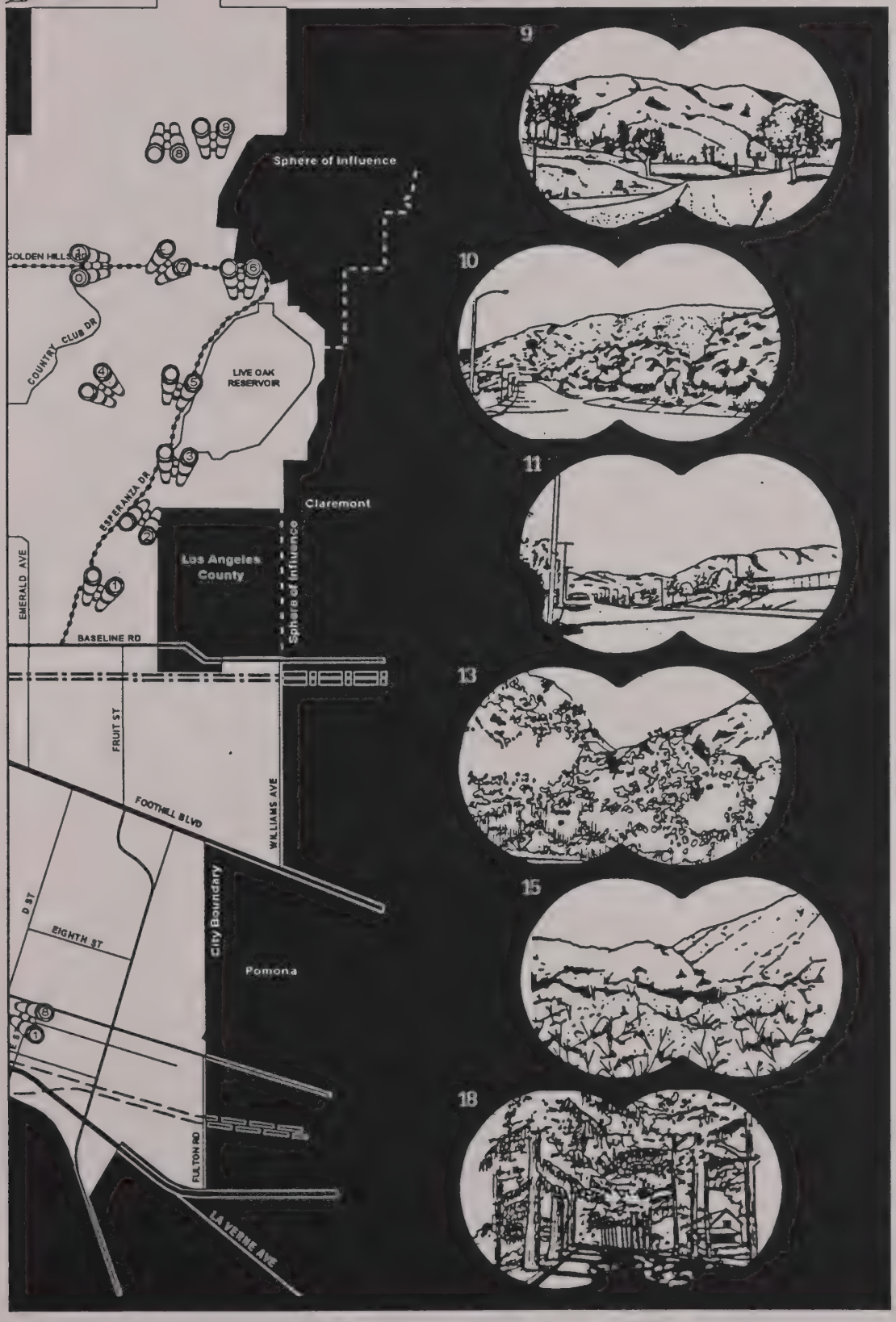
6 Esperanza Drive (looking north of Live Oak Reservoir)

7 Golden Hills Road (view of the foothills)

8 Brydon Road (view of the valley)



Scenic View Corridors Map



Scenic Corridor

Scenic Vista

9 Avenida del Risco (looking north from Marshall Canyon Estates II)

10 Golden Hills Road (looking west toward San Dimas)

11 Wheeler Avenue (looking north at Via De Mansion)

12 Golden Hills Road (west view toward San Dimas Canyon Road)

13 San Dimas Canyon Road (looking south at oak woodlands)

14 San Dimas Canyon Road (looking south at the back of Peacock Hill)

15 San Dimas Canyon Road (looking south from San Dimas Dam)

16 Gladstone Street (eastbound toward the Weymouth Filtration Plant)

17 Bonita Avenue (Wheeler Avenue to "I" Street)

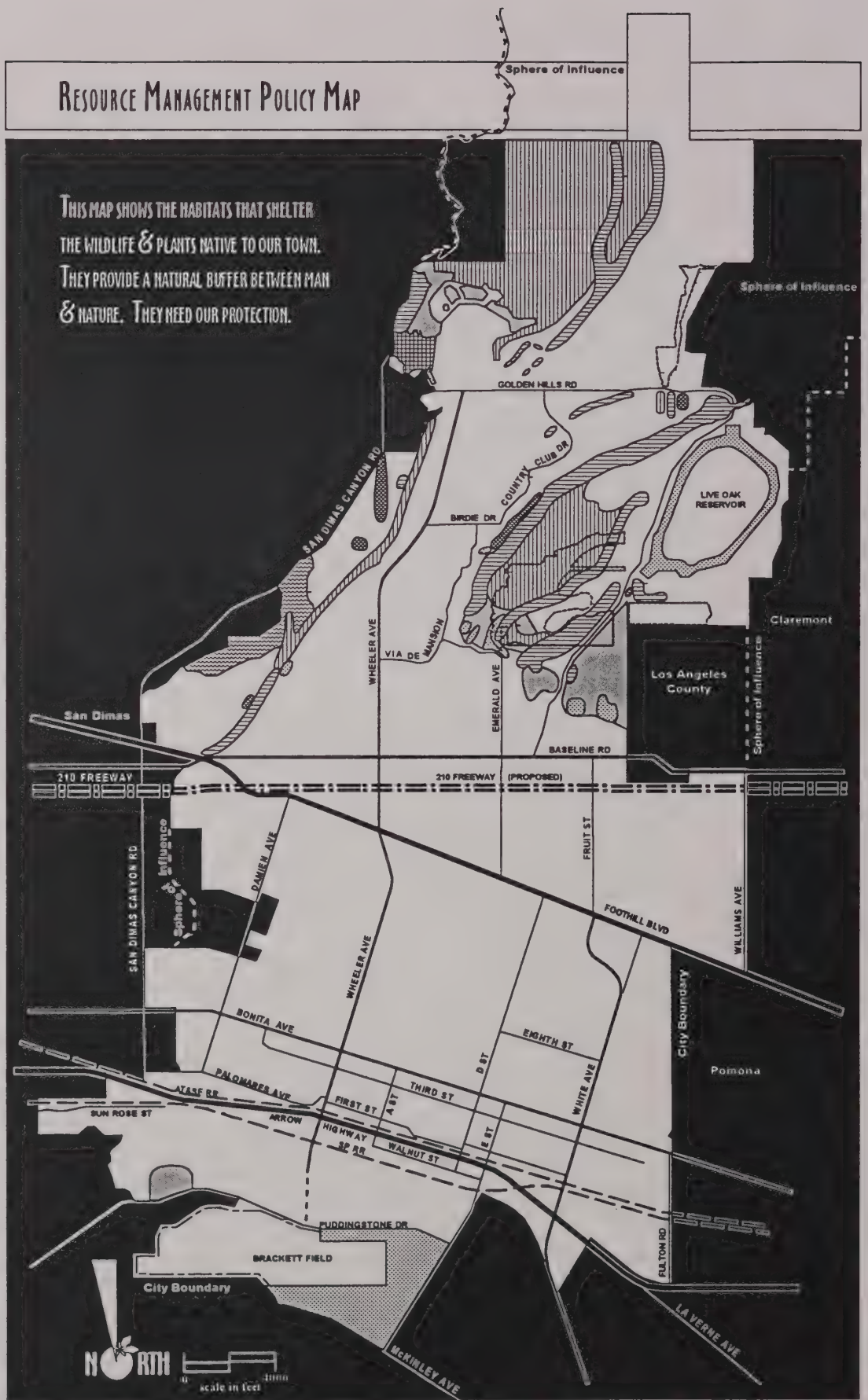
18 Third Street ("D" Street to "I" Street)

Source:
La Verne Community Development

Resource Management Policy Map

- Oak Woodland
- Chaparral
- Coastal Sage Scrub
- Riparian Habitats
- Ruderal (that may support nesting raptors)
- Mineral Resources
- Open Space Preserve
- Developed/ Disturbed

Source:
1996 BIOLOGICAL RESOURCE STUDY - KEANE BIOLOGICAL CONSULTING



Significant, Heritage & Street Trees Map

RM-7



- Heritage Trees
- Mature Street Trees
- Native Trees

Source:
LA VERNE COMMUNITY DEVELOPMENT

Classification of Existing Facilities

Park Type	Existing Parks Facility	Area	Proposed Park Sites Facility	Area	Total
Mini-Park < 2.0 acres	Lincoln Park	0.6	none	*0.0	
	Price/Hayes Park	0.5			
	Mainiero Square	0.5			
	La Verne Heights Park	1.2			
	Bren Park	1.8			
	Existing Mini-park Acreage	4.6	Proposed Mini-Park Acreage	0.0	4.6
Neighborhood Park 2.0 to 10.0 acres	Kuns Park	2.5	Lowell Brandt Park	10.0	
	Pelota Park	4.6			
	Emerald Park	3.0			
	Los Encinos Park	7.0			
	Wheeler Ave. Park	5.7			
	Oak Mesa Park	9.5			
	Mills Park	7.0			
	Challenger Park	2.5			
	Heritage Park	4.0			
	La Verne Heights Elementary School	5.3			
	Grace Miller Elementary School	8.3			
	Oak Mesa Elementary School	8.2			
	Calvary Baptist School	5.0			
	Existing Neighborhood Park Acreage	72.6	Proposed Neighborhood Park Acreage	10.0	82.6
Community Park 10.0 to 30.0 acres	Las Flores Park	16.0	Golden Hills Wilderness Park	20.0	
	Live Oak Park	13.0			
	Bonita High Sports Park	21.0			
	Roynon Elementary School	14.7			
	Ramona Middle School	19.8			
	Existing Community Park Acreage	84.5	Proposed Community Park Acreage	20.0	104.5
Regional Park > 30.0 acres	Marshall Canyon Regional Park	~100.0	Marshall Canyon Regional Park	540.0	
	San Dimas Canyon Regional Park	102.6			
	Regional Park Acreage	202.6	Proposed Regional Park Acreage	540.0	742.6
TOTAL PARK AREA	Total Existing Park Acreage	364.3	Total Proposed Park Acreage	570.0	934.3

Existing Park Space Needs Assessment

RM-2

FUTURE PARKS (Acres)	TOTAL ACRES	STANDARDS ACRES/1000 PEOPLE	PARK AREA NEEDED TO MEET MIN. STANDARDS (Acres)	PARK AREA DEFICIENCY (Existing)	PARK AREA DEFICIENCY (Including proposed)	PARK TYPE/ EXISTING ACREAGE
0.0	4.6	0.25 to 0.5	8.25 to 16.5	-3.65	-3.65	Mini Park (4.6 ac)
10.0	82.6	1.0 to 2.0	33.0 to 66.0	+6.6	+16.6	Neighborhood Park (72.6 ac)
20.0	104.5	5.0 to 8.0	165.0 to 264.0	-80.5	-60.5	Community Park (84.5 ac)
30.0	91.7	4.0	132.0	+29.7	+59.7	Total City-Wide Park Acreage (161.7 ac)
--	--	--	--	84.15	64.15	Total Acreage Needed to Meet Deficiencies

Future Parks Space Needs Projection

RM-3

PARK STANDARDS ACRES/1000 PEOPLE	1997	2010	2015	2020	TOTAL PARK NEEDS OVER THE NEXT 20 YEARS	
	33,000	36,396	38,390	40,498	40,498	Population Projection
0.25 to 0.5	8.25 - 16.5	9.1 - 18.2	9.6 - 19.2	10.1 - 20.3	10.1 - 20.3	Mini-Park (1/4 Mile Service)
1.0 to 2.0	33.0 - 66.0	36.4 - 72.8	38.4 - 76.8	40.5 - 81.0	40.5 - 81.0	Neighborhood Park (1/4 Mile Service)
5.0 to 8.0	165.0 - 264.0	182.0 - 291.2	192.0 - 307.2	202.5 - 324.0	202.5 - 324.0	Community Park (1/4 Mile Service)
4.0	132.0	145.6	153.6	162.0	162.0	Total City-Wide Park Acreage

SPOTLIGHT ON OUR NOISE



NOISE LA VERNE

No longer the quiet, citrus grove studded foothill community; Today La Verne bustles with major highways, two rail lines, a commercial airport & the soon to be completed 210 Freeway, all creating an increasing amount of noise. It is our goal to keep the peace – & quiet – we have come to expect in La Verne.

This chapter involves two basic categories of noise: traffic and non-traffic related, such as industrial, commercial, recreational, and construction. The noise created by both these sources is destined to increase as we enter the era of regional freeways and industry.

Vision

We aim to silence excessive noise in these ways:

- Prevent avoidable noise.
- Step up defensive measures to help silence increasing traffic noise.
- Insulate our neighborhoods through noise conscious development standards.
- Buffer between noisy uses and quiet neighborhoods.
- Identify noise generators and coordinate efforts to reduce spillover into our neighborhoods.

Highlights

The **Issues, Goals & Policies** section of this **Noise Chapter** will discuss the following topics:

1. **Noise Standards.** Based on issues presented in the **Background Report**, a citywide noise study was prepared for this general plan. The noise study identifies noise levels within our community and recommends maximum limits for the level of noise based on a method that assigns more importance to nighttime noise than daytime noise (Community Noise Equivalent Level). The noise study evaluates our current and future noise environments and identifies noise sources and noise sensitive land uses.

   The *La Verne Municipal Code* establishes noise standards for the community and adopts the Noise Control Ordinance of Los Angeles County, by reference.

Noise Control Ordinance of Los Angeles County

The following definitions are paraphrased from the County Ordinance:

Decibal (dB): A unit for measuring the fullness of a sound.

Ambient Noise: All noise combined from near and far, except for any intrusive noise. In other words, the normal or existing level of environmental noise at a given place.

Intrusive Noise: The offensive noise heard over and above the ambient noise.

Impulsive Noise: A short and intense sound, usually less than one second long.

Fixed Noise: Sound created by a stationary device, such as fixed machinery or equipment.

Mobile Noise: Sound created by anything other than a fixed noise source.

In addition, our:

- *Lordsburg Specific Plan*,
- *Industrial Specific Plan*,
- *Walnut Specific Plan*, and
- *Foothill Boulevard Specific Plan*,

identify and require more site specific noise control standards for those particular neighborhoods due to their close proximity to the rail lines, major arterials, and the freeway.

2. **210 Freeway.** With the completion of the 210 Freeway, noise exposure to the adjacent homes will be noticeably increased. With construction of the freeway below grade and sound walls noise impacts will be reduced, but there will still be a higher level of noise exposure that will affect neighboring residents.

3. **Streets.** La Verne is criss-crossed by several arterial streets and the adjacent neighborhoods experience noise levels higher than the ideal 60 decibels. Thirteen of these streets create noise levels that are excessive to the neighboring homes. Noise standards are recommended that would help homeowners retrofit homes to reduce these impacts, and new housing construction requires these mitigations to be built in.

4. **Railway.** Two railway lines cross our city: the Southern Pacific, which carries the Metrolink trains, and the Santa Fe. Noise studies indicate that homes adjacent to these lines are not exposed to excessive noise levels as a result of the number of train movements. However, increases in operations could have negative impacts.

5. **Brackett Field Airport.** Airport operations, at the current levels and future levels are not considered significant based on the noise studies conducted for this update. There has been concern about the helicopter "schools" and the sporadic private jet operations that create noise in addition to the normal airport operations and policies within this chapter address these issues.

   In 1992 plans to relocate the L.A. County Sheriff's Aerobureau to the northwest corner of the airport were approved, however contracts with the existing facility in Long Beach have been extended and there are no plans to relocate in the near future.

6. **Fairplex.** Racing activities at Fairplex are the major cause of noise disturbance to the immediate neighborhood. The city is continuing negotiations with Fairplex and there is a sound management plan for the raceway to mitigate noise associated with race activities.

Issues, Goals & Policies

The following goals and policies were developed to address our noise issues:

ISSUE: 1 Noise Standards

Increased noise levels are slowly changing our environment.

GOAL: 1 PROTECT OUR COMMUNITY FROM EXCESSIVE NOISE.

POLICY: *We shall:*

1.1 Maintain or reduce noise levels citywide.

IMPLEMENTATION MEASURES:

a. Enforce the Noise Control Ordinance to assure that all new development is consistent with the land use compatibility criteria, exterior and interior noise standard.

b. Establish the land use compatibility criteria that are shown in TABLE N-1.

c. Establish interior and exterior noise standards that are shown in TABLE N-2.

d. Require all new residential construction in areas with an exterior noise level greater than 60 dB to include sound attenuation measures that reduce interior noise levels to the standards shown in TABLE N-2.

Sound attenuation measures include but are not limited to:

- Sound walls
- Double glazing
- Siting
- Facade treatment

e. Maintain a technical resource for builders, developers and homeowners which discusses a variety of sound attenuation measures, the amount of noise reduction each produces and how to combine them to meet City requirements.

f. Consider the noise of a proposed project in both absolute and relative terms.

A proposed project will be considered to have a significant adverse impact on the environment if the expected noise increase exceeds 5 dB, even though it may not exceed the standard in Table N-2. Sound attenuation measures will be required as a condition of approval.

g. Require stringent mitigation measures to limit construction noise for all new projects. Establish a graduated system of fines for violations that increase in severity with each offense.



Caltrans Noise Criteria

When considering construction of the 210 Freeway, both Caltrans and the Federal Highway Administration use the maximum hourly energy equivalent sound level, (Leq), as the land use noise abatement criteria.

For residential exterior spaces affected by new construction, this criteria states that an Leq of 67 dB(A) should not be exceeded by the future traffic flows.

This criteria is less stringent than the Community Noise Equivalent Level, (CNEL), standard which accounts for increased sensitivity in the evening. For example, where the Leq at residential locations adjacent to a heavily traveled Los Angeles freeway is about 67 dB , the CNEL may actually be 69 dB(A).

h. Revise the city's noise ordinance to address standards for abatement of neighborhood noise nuisances and the impacts of events outside direct city control.

i. Require that new commercial or industrial projects or proposed expansions of existing commercial and industrial uses that abut residential uses provide noise barriers to protect residents.

j. Require that new multi-family projects that abut single-family uses provide noise barriers to protect adjacent areas.

k. Provide loans or grants for low and moderate-income households who need retrofitting of their homes for noise attenuation.

(The program would be for low and moderate-income households who live in an area that has an average decibel level of 65dB(A).)

k. Prepare a flyer or brochure, the city newsletter, or online community information bulletins (Internet) to inform residents of the legal limitations on the most common sources of noise: dogs, radios, loud parties, etc.

l. Educate our citizens as to their civic responsibility to limit noise through the complaint process, and what to expect of police when called to the scene of a noisy event

ISSUE: 2 210 Freeway

The 210 Freeway will be La Verne's major noise generator, with the brunt of the impact to be felt by our residential neighborhoods.

GOAL: 2 PROTECT OUR COMMUNITY FROM FREEWAY NOISE.

POLICIES: *We shall:*

2.1 Prevent freeway noise from spilling into our neighborhoods.

IMPLEMENTATION MEASURES:

a. Continue to coordinate with Caltrans in planning and design of the freeway.

b. Insist upon full depression of the freeway along its entire length through La Verne. The City shall communicate this position both to Caltrans and elected officials who represent the City at both the state and national level.

c. Insist on completion of the 12-14 foot noise reduction walls before the freeway is opened to traffic in all residential areas adjacent to the freeway.

d. Encourage Caltrans to develop a range of sound attenuation alternatives. Sound walls should not be the only mitigation measure presented or available, where berms or other means can be used to buffer noise.

e. Encourage Caltrans to decrease exterior noise levels to the City's and the County's standard of 65 dB(A). Caltrans' current standard is the higher Federal noise level of 67 dB(A). (See Sidebar)

2.2 Insulate our neighborhoods against freeway noise.

IMPLEMENTATION MEASURES:

a. Encourage installation of double glazing, dense landscaping and other noise reduction measures by homeowners along the proposed freeway route. Require such measures in new construction.

(Residential construction in areas with an average decibel level greater than 60 dB shall use sound attenuation measures that reduce interior noise levels to a maximum of 45 dB.)

b. Require that such measures be taken for all residential construction in the freeway noise impact area, (within 60dB noise level contour parameters), both for entirely new structures and for renovations, remodels and building additions.

c. Require construction of landscaped sound walls with new development adjoining freeways as determined by the Community Development Department through environmental review.

d. Encourage Caltrans to:

- Retrofit existing residences with double-glazed windows and sound insulation, including the La Verne Heights Elementary School.
- Place the freeway below grade.
- Acquire additional right of way to provide a buffer between the freeway and the houses.

ISSUE: 3 Streets

Noise along arterial streets will increase as traffic volumes grow and speed limits are raised.

GOAL: 3 PROTECT OUR NEIGHBORHOODS FROM INCREASED TRAFFIC NOISE.



POLICY: *We shall:*

3.1 Prevent increases in traffic-related noise.

IMPLEMENTATION MEASURES:

a. Monitor sound levels in the neighborhoods that are most likely to be affected by increased traffic volumes and speed limits.

b. Incorporate sound attenuation measures into building requirements for residential construction if noise increases are significant. These measures will be the same as those for freeway and railroad noise.

c. Monitor and enforce existing speed limits. Enforce motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the city.

ISSUE: 4 Railway

Railway noise from the Metropolitan Transportation Authority line affects portions of the West La Verne and Lordsburg residential neighborhoods.

GOAL: 4 PROTECT OUR NEIGHBORHOODS FROM TRAIN NOISE.

POLICY: *We shall:*

4.1 Minimize railway noise.

IMPLEMENTATION MEASURES:

a. Encourage the Metropolitan Transportation Authority to continue their practice of scheduling trains during daylight hours when possible.

b. Require noise attenuation measures for all residential construction in neighborhoods affected by the 60 dB CNEL railroad noise contour. Sound attenuation measures shall reduce interior noise to a maximum of 45 dB.

(These measures shall be taken for all residential construction in the railroad noise impact area, both for entirely new structures and for renovations, remodels and building additions.)

c. Require construction of landscaped soundwalls with new development adjoining freeways, transit lines and other high noise impact facilities as determined by the Community Development Department through environmental review.

d. Communicate with Metropolitan Transportation Authority on a yearly basis to

check the train schedules and encourage the scheduling of trains during daylight hours where possible.

ISSUE: 5 Brackett Field

Noise from Brackett Field moderately affects the areas beneath the approach and departure pattern.

GOAL: 5 PROTECT OUR COMMUNITY FROM INCREASED AIRPORT NOISE.

POLICY: *We shall:*

5.1 Maintain noise from Brackett Field at its current level.

IMPLEMENTATION MEASURES:

a. Communicate with Los Angeles County to monitor expansion plans.

b. Require that all development at Brackett Field adhere to a master plan (to be reviewed by the City) and the county noise ordinance.

c. Monitor helicopter and corporate jet noise from airport operations, to assure that they are maintained at current levels.

d. Require full environmental review should the Sheriff's Aerobureau relocate to the Brackett facility.

ISSUE: 6 Fairplex

Noise from events such as the National Hot Rod Association (NHRA) Winternationals spills over into surrounding areas.

GOAL: 6 PROTECT OUR COMMUNITY FROM EXCESSIVE FAIRPLEX NOISE.

POLICY: *We shall:*

6.1 Minimize the frequency and amount of Fairplex noise spillover.

IMPLEMENTATION MEASURES:

a. Coordinate with fairground officials in planning of future events.

b. Encourage fairgrounds officials to schedule high noise generating events during the day when possible, taking into account nearby church and school activity hours.

c. Carry out and enforce the environmental mitigation agreement between NHRA and the City of La Verne that limits NHRA to two events, not exceeding eight days total, per year.

d. Oppose future changes to NHRA and addition of other noise generating activities or facilities without a full environmental impact report.



e. Encourage fairground officials to apply noise mitigation measures outlined in the *Comprehensive Sound Management Plan for Pomona Raceway.*

f. Work with fairground officials to update the noise mitigation measures as needed in the *Comprehensive Sound Management Plan for Pomona Raceway.*

g. Encourage fairground officials to relocate or change the direction of the drag races.

h. Execute a mitigation and cooperation agreement between Fairplex and the City that would manage and mitigate environmental impacts including, but not limited to, noise and traffic impacts from future re-use and improvements of the Fairplex property (other than the L.A. County Fair and NHRA events).

i. Meet with fairground officials on a regular basis to obtain updates on future events and encourage noise spillage considerations when planning events.

Technical Supplement

Noise Measurement & Standards

Vibrations in the air pressure around its steady-state atmospheric level cause noise. Such vibrations in the case of noise (unwanted sound), are characterized by rapidly changing frequencies and sound pressures. Human hearing is most sensitive to sounds between 500 and 10,000 cycles per second. However, the average hearing will pick up frequencies from about 20 cycles per second to 20,000 cycles per second or hertz (Hz), and sound pressures from about 0.0002 microbars to 2,000 microbars, a ratio of ten million to one.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). The sound level criteria most often used in California is the Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL).

The decibel scale is designed so that an increase of the units on the scale represents a tenfold (logarithmic) increase in sound energy and approximately a doubling of prescribed loudness.

The decibel scale is standardized to a reference pressure so that the threshold of human hearing is approximately 0 dB and the threshold of potential eardrum rupture is 140 dB.

The Equivalent Noise Level (Leq) is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction which corresponds to the optimal frequency response of the human ear.

Noisiness, as opposed to loudness, is subjective, a reflection of annoyance, and so is not measured well using a dBA scale alone. Only tests of actual human reactions to noise in any specific environment could best monitor annoyance. Without performing such tests, scales measuring noise over a length of time have been developed to correspond to the human reaction to noise.

In order to better relate noise levels to human response, energy-averaged noise levels are weighted to account for increased sensitivity in evening and nighttime hours. The Community Noise Equivalent Level (CNEL) accounts for this sensitivity by adding 5 decibels to sound levels in the evening between 7:00 p.m. and 10:00 p.m. and adding 10 decibels to sound levels in the night between 10:00 p.m. and 7:00 a.m. This weighting relates noise measurements to observed community reaction and is one of two sound level measurements accepted by the state for use in the general plan.



The other accepted method is a day-night average level, or L(dn) which, like CNEL, is a 24-hour A-weighted energy equivalent level. The L(dn), however, only weights the sound levels between 10:00 p.m. and 7:00 a.m. with a 10 decibel addition, but does not weight sound levels between 7:00 p.m. and 10:00 p.m. as in the case of the CNEL. For most environmental noise situations, CNEL = L(dn) + 0.5 dB.

Noise Effects

Noise measurements are meaningless without an understanding of the relationship to human sensitivity. The human response to noise is varied and extremely complex. Noise effects have been divided and described in terms of physiological effects, behavioral effects, and subjective effects.

Physiological effects include both temporary effects such as startle reactions and temporary hearing threshold shifts, along with enduring effects such as those from prolonged sleep loss or permanent hearing damage. Behavioral effects involve interference with ongoing activities such as speech, learning, listening, or distraction from the performance of various tasks. Subjective effects are a combined result of behavioral and physiological effects and are described in such terms as "annoyance", "nuisance", "disturbance", or "dissatisfaction."

The Environmental Protection Agency (EPA), after reviewing numerous studies, has reported that permanent noise-induced hearing threshold losses of greater than 5 dBA can occur when the L(eq) during an 8-hour period each day exceeds 75 dBA or when the 24-hour L(eq) exceeds 70 dBA.

The EPA also reported the maximum level to protect the vast majority of the population from interference with speech or other activity outdoors at an L(dn) of 55 dBA and indoors at an L(dn) of 45 dBA. Since evening and nighttime noises are relatively much lower than daytime noises for these groups, L(dn) and CNEL measurements correspond closely to the 24-hour L(eq).

Activity, or land use, also is a factor in sensitivity to noise. Hospitals are particularly sensitive as noise could prevent sleep, and therefore for many patients, noise could prevent a quick recovery. As sleep is a primary activity in residences, taking up approximately one-third of the day, these land uses are also sensitive to noise. Noise can distract from reading, studying, and listening, making schools and libraries vulnerable to noise intrusion.

Noise is tolerated to a much greater extent in commercial and industrial areas, where it does not interfere with human activities as much.

TABLE N-1 illustrates guidelines for land-use compatibility with noise levels as established by the State Office of Noise Control.

Noise & Land Use Standards

The standards for noise and land use vary considerably, depending on their type and nature. TABLE N-1 categorizes noise levels according to whether a particular noise level is acceptable. Noise exposure is "normally acceptable" if the level of exposure does not require any special noise insulation or special construction techniques to reduce interior noise levels. The maximum noise level considered to be normally acceptable for single-family residential development is 60 dBA and for multiple-family development, 65 dBA.

The state also provides additional standards through the implementation of the State Noise Insulation Standards. These standards apply to new multiple-family residential development located in areas exposed to ambient noise levels that exceed 60 dB (CNEL or Ldn.) New multiple-family development in these areas must reduce exterior to interior noise levels through insulation, construction, or design.



N-1

Noise Level Contour Map

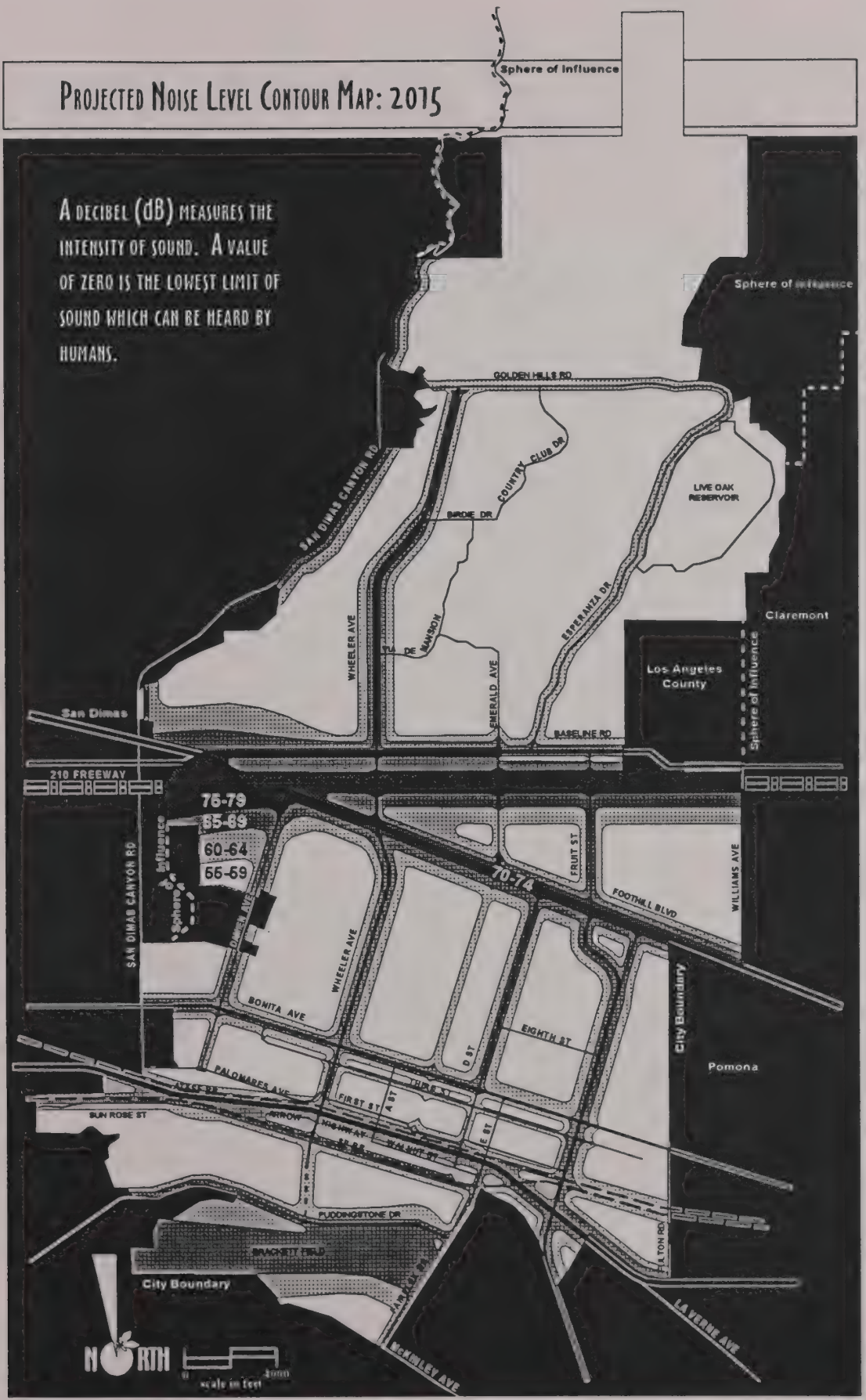
Noise Equivalent Levels (CNEL) for Transportation Activity

- 55-59 dBA
- 60-64 dBA
- 65-69 dBA
- 70-74 dBA

Source:
1997 NOISE STUDY - J.J. VAN HOUTEN & ASSOCIATES, INC.



Projected Noise Level Contour Map: 2015



Noise Equivalent Levels (CNEL) for Transportation Activity

- 55-59 dBA
- 60-64 dBA
- 65-69 dBA
- 70-74 dBA
- 75-79 dBA

Source:
1997 NOISE STUDY - J.J. VAN HOUTEN & ASSOCIATES, INC.

Noise/Land Use Compatibility Matrix

LAND USE	CNEL, (Decibels) 55	60	65	70	75	80	
Single/Multi-Family Residential	A	A	B	B	C	D	D
Mobile Home Park	A	A	B	C	C	D	D
Motel, Hotel	A	A	B	B	C	C	D
School, Library, Church, Hospital, Nursing Home	A	A	B	C	C	D	D
Concert/Meeting Hall, Auditorium, Amphitheater	B	B	C	C	D	D	D
Indoor/Outdoor Sports Arena, Amusement Park	A	A	A	B	B	D	D
Playground, Neighborhood Park	A	A	A	B	C	D	D
Golf Course, Riding Stable, Cemetery	A	A	A	A	B	C	C
Office/Professional Building	A	A	A	B	B	C	D
Commercial Retail, Bank, Restaurant, Theater	A	A	A	A	B	B	C
Industrial, Utilities, Manufacturing, Wholesale, Service Station	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

ACCEPTABILITY

A NORMAL

Specified land use is satisfactory based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

B CONDITIONAL

New construction or development should be undertaken only after a detailed analysis of the noise requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

C NORMALLY NOT

New construction or development should generally be discouraged. If it does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

D CLEARLY NOT

New construction or development should generally not be undertaken

Source: Modified from U.S. Department of Housing and Urban Development and State of California guidelines.

Sound Levels & Loudness of Illustrative Noises in Indoor/Outdoor Environments

COMMUNITY (Outdoor)	HOME OR INDUSTRY (Indoor)	LOUDNESS (Human Judgement of Different Sound Levels)	OVER-ALL LEVEL (Sound Pressure 0.002 Microbar) (db)	
Military Jet Aircraft Take-off with After Burner from Aircraft Carrier @50 Ft.(130)				130
	Oxygen Torch (121)	120 dB (A) 32 x as loud	Uncomfortably Loud	120
Turbo Fan Aircraft @Takeoff @200 Ft.(118)				
	Riveting Machine (110)	110 dB (A) 16 x as loud		110
Jet Flyover @1000 Ft. (103), Boeing 707, Bell J-2A Helicopter @200 Ft. (100)	Rock-N-Roll Band (108 - 114)			
DC-8 @6080 Ft. Before Landing (97)		100 dB (A) 8 x as loud	Very Loud	100
	Newspaper Press (97)			
Boeing 737, DC-9 @6080Ft.Pre Landing (97) Power Mower (96)				
Motorcycle @25 Ft. (90)		90 dB (A) 4 x as loud		90
Car Wash @20 Ft. (89)	Food Blender (88)			
Prop. Plane Flyover @1000 Ft. (88)	Milling Machine (85)			
Diesel Truck, 40 MPH @50 Ft. (84)	Garbage Disposal (80)			
Diesel Train, 45 MPH @100 Ft. (83)				
High Urban Ambient Sound (80)		80 dB (A) 2 x as loud	Moderately Loud	80
Passenger Car, 65 MPH @25 Ft. (77)	Living Room Music (76)			
Freeway @ 50 Ft. from Pavement Edge @ 10 A.M. (76 +/- 6)				
	TV/Audio, Vac. Cleaner(70)	70 dB (A)		70
	Cash Register @ 10 Ft. (65 - 70)			
	Elec. Typewriter @ 10 Ft. (64)			
	Dishwasher @ 10 Ft. (60)	60 dB (A) 1/2 as loud		60
Air Conditioning Unit @100 Ft. (50)		50 dB (A) 1/4 as loud	Quiet	50
Large Transformer @100 Ft. (50)				
Bird Calls (44)				
Lower Urban Ambient Sound (40)				40
db(A) Scale Interrupted		40 dB (A)1/8 as loud	Just Audible	
				10
	Conversation (10)		Threshold of Hearing	0

Source: Reproduced from Melville C. Branch and R. Dale Beland, "Outdoor Noise in the Metropolitan Environment", published by the City of Los Angeles, 1970, pg.2.

SPOTLIGHT ON OUR HISTORY



CULTURAL RESOURCES — LA VERNE

SPOTLIGHT ON OUR HISTORY



CULTURAL RESOURCES LA VERNE

Preserving our unique heritage is an important part of the 'Pride of La Verne'. Our culture & history provide a strong foundation for our community. The purpose of this Cultural Resources Chapter is to strengthen that foundation ... & build upon it.

This chapter is about preserving La Verne's cultural resources – the works that represent who we were, who we are, and what we value. Heritage buildings, tree-lined streets, murals, and archeological sites are irreplaceable assets that contribute to our community's rich texture. They provide a sense of continuity and stability in a fast-changing world. As non-renewable resources, once destroyed, they are gone forever.

La Verne's leaders have long recognized this. We have been able to retain and expand cultural resources by adopting regulations that favor preservation, and have fostered an atmosphere that enables preservation to be brought to the table in daily decision-making. Such actions and attitudes have provided a good foundation for preservation in La Verne.

Experience has shown that without conscientious preservation efforts, cities lose cultural resources through neglect, demolition, harmful alterations, or as an unintended result of land use policies that are driven solely by economics, especially in times of rapid growth. Ignorance of their value combined with deterioration over time usually spell doom for cultural resources. They are lost bit by bit. The result is a sense of placelessness that occurs when real physical links with the past have been removed.

By adopting preservation measures, we avoid the destructive side effects of growth and retain cultural resources that are increasingly valuable community assets.

Vision

We aim to preserve cultural resources by:

- Defining, identifying and documenting our cultural resources.
- Preserving and protecting our cultural resources.
- Enhancing and expanding cultural resource programs.
- Integrating cultural resources into the fabric of community life.

The Secretary of the Interior's Standards for Rehabilitation

The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

Highlights

The Issues, Goals & Policies section of this Cultural Resources Chapter will address these topics:

1. Past. The first step in preserving cultural resources is to identify them and document them with descriptions, photographs and narratives explaining their significance.

   We have already identified a great many of our historic buildings and neighborhoods, public art projects and archeological sites. Documentation through an historic resources survey was partially completed in the mid-1980s. We need to continue the process of identification and update and complete the survey using new methods.

2. Present. La Verne has made great strides in preserving and protecting our cultural resources despite severely limited financial resources. This has happened with the help of local volunteers and existing community development staff. Using ordinary powers of zoning, redevelopment, and subdivision law, we have created an effective preservation program. New plans have been adopted, policies formulated, codes amended, staff trained and augmented with experts, and actions taken that, all together, comprise a strong and healthy preservation program. Maintenance of this many-faceted preservation program, plus use of state and federal resources and assistance, and eventual adoption of a cultural resources preservation ordinance will be the hallmarks of La Verne's preservation programs at the turn of this century and into the new millenium.

3. Future. La Verne's future will be enriched with more oral history, educational and outreach programs; encouragement of local artists to contribute to the city's inventory of cultural resources; conscientious inclusion of the heritage of the Spanish-surname community in cultural resource planning; improved services to the public with guidelines and resource directories; and easy access to computerized information.

   Cultural resource preservation touches upon nearly every other aspect of city life outlined in the general plan: land use, economic development, housing, public safety, transportation, community design, and resource management. It is important for us to continue to be aware of preservation goals and needs as we go about the daily business of improving the life of our small town.

Issues, Goals & Policies

The following goals and policies address issues involving our cultural resources.

ISSUE: 1 Past

The foundation of a preservation program is knowledge of resources. We need to know and understand what we have before we decide how to protect it. We need to understand what we mean by cultural resources, and we must identify and document these resources to have an effective preservation program.

GOAL: 1 TAKE INVENTORY OF OUR PAST.

POLICIES: *We shall:*

1.1 Identify and document our cultural resources.

IMPLEMENTATION MEASURES:

a. Define our historical resources as those that fit the State of California's definitions for such, as well as the criteria and regulations for the California Register of Historical Resources.

b. Recognize the importance of both tangible and intangible resources, understanding that the tangible resources are the products of intangible values and resources.

1. Tangible Resources:

- Buildings, neighborhoods, design features, and sites deemed historically, architecturally or culturally significant by local, state or national standards.
- Archeological artifacts and sites from all periods of the past recognized as significant locally and by the state.
- Landscapes and natural features that define our community.
- Historical documents, photographs, maps, and books recognized as significant by professional historians.
- Public art/art in public places important to our community.

2. Intangible Resources:

- Population diversity, that should be celebrated through oral and visual history programs and public art.
- Memories of our residents, that should be recorded through oral/video histories and preservation of documents.
- Traditions that express La Verne's values such as service, cooperation, teamwork, dignity, modesty, and respect for the individual.



4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

- Our commitment to using the design traditions of the City's past to inspire and guide design decisions of the future.
- Private and semi-public institutions with deep roots in our community.
- Local preservation organizations and their members who volunteer time and resources for the betterment of the community.
- La Verne's unique history and pattern of development.

c. Use the State of California standard forms and procedures to survey buildings, sites, structures, objects and districts of historical interest.

d. Seek funding to update the outdated survey of historic resources. Funding can secure the services of a preservation consultant to work with volunteers to identify and document resources, with special consideration for providing significance statements.

e. Review and update the historic resources survey every 5 years, as required by the state.

f. Seek listing of the survey on the California Register through state procedures and criteria, thereby becoming eligible for funding programs.

g. Make the survey information accessible to the general public by entering it into computer files and putting it on-line.

h. Note in planning and building files that a resource may be of historic or cultural interest.

1.2 Maintain and update our record of local cultural resources.

IMPLEMENTATION MEASURES:

a. Designate local landmarks/ cultural resources using California Register criteria and maintain on the list those that are already designated on MAP CR-1, which identifies significant structures that are:

- Officially designated as local landmarks.
- Officially designated as state landmarks.
- Listed on the State of California or County of Los Angeles Registers.
- Listed as Points of Historic Interest.
- Placed on the National Register of Historic Places.

b. Maintain a current list of selected buildings and sites of outstanding local importance designated on MAP CR-1, until such time that the city has an ordinance and a local register and/or places the buildings and sites on the California Register of Historical Resources.

c. Record and plan public art projects identified on MAP CR-2.

d. Update the inventory of historic places in Lordsburg and revise the *Lordsburg Specific Plan* accordingly.

The *Lordsburg Specific Plan* area, as identified on MAP H-2, is essentially an historic district that replaces the "historic overlay" of the 1989 General Plan. The plan specifies the educational, religious, commercial and industrial "heritage" buildings identified in the district, and describes the characteristics of residential heritage buildings.

e. Keep our archeological sites up to date, while not revealing the exact location of individual sites. La Verne archeological sites are identified in TABLE-CR-1 through this process:

- Sites are listed according to their recordation date, general location, artifacts found, and their condition.
- The source of information for the first eight items of the table is a UCLA Institute of Archaeology's 1985 study, which was the most recent study to document the status of the sites. It was verified by UCLA on November 2, 1995.
- Newly discovered sites are added to the table: a site containing turn-of-the-century artifacts at the Lordsburg Hotel/College and a site containing native American artifacts found in 1997 during the grading of a new residential subdivision in the hillsides.

f. Pursue opportunities to document outstanding historic properties and submit applications for listing of structures and sites to the National Register of Historic Places and the California Register of Historical Resources.

1.3 Establish a City Archive.

IMPLEMENTATION MEASURES:

a. Work with the University of La Verne Wilson Library to establish a City Archive to identify, document and store historical documents.





8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

b. Inventory and catalog documents to be deposited at the University Special Collections room.

c. Work with the historical society, county library and University to establish and implement procedures for cataloging, storing, and allowing appropriate access to La Verne documents at the University Special Collections repository.

d. Support the provision of library staff to receive, catalog and care for materials and to provide on-line information for researchers.

e. Offer old city records or plans to the archives in lieu of destroying them.

f. Properly store and catalog historic documents and collections of photographs, newspaper articles, historic maps, plans, and ephemera.

g. Encourage our residents and businesses to donate photographs and documents related to their history to the archives.

h. Publicize through articles and brochures the need for residents to recognize the value of historic materials for research and for an understanding of La Verne's history. Encourage donation of such materials to the City Archive.

i. Encourage funding and staffing for Special Collections rooms at local libraries such as the University Wilson Library, the Pomona Public Library, Honnold Library, and the Mother Colony Room at the Ontario Public Library, all of which contain resources helpful to research local history.

j. Encourage the updating, indexing and reprinting of *La Verne: The People Who Made a Difference* by City Historian Evelyn Hollinger.

1.4 Preserve the history of those traditionally underrepresented.

IMPLEMENTATION MEASURES:

a. Document the lives of the people who played a role in the city's history and development, with special emphasis on those whose lives may have not been documented through traditional sources such as the press.

b. Commemorate the contributions of La Verne's various ethnic, religious, racial and age groups and outstanding

individuals through preservation of the physical manifestations of their lives, and through educational programs and art projects.

ISSUE: 2 Present

La Verne has quietly accomplished a great deal in preserving cultural resources. Community leaders will best serve the community by continuing to carry out our existing preservation program and build upon it.

GOAL: 2 ACT NOW TO PRESERVE & PROTECT OUR CULTURAL RESOURCES.

POLICIES: *We shall:*

2.1 Ensure compliance with our preservation program.

IMPLEMENTATION MEASURES:

a. Adhere to the preservation procedures and provisions of the following specific plans, and include preservation-sensitive policies in new specific plans:

- *Lordsburg Specific Plan.* Its preservation policies, incentives, and design standards have helped restore and revive our historic downtown and surrounding residential neighborhood. It identifies and labels many non-residential buildings as "heritage" and describes the characteristics of heritage residences. It is the result of many efforts over the years to stabilize this once fragile district and reestablish it as a strong and desirable neighborhood.

- *900 Bonita Specific Plan.* Created to enable adaptive reuse of an historic home for office development.

- *Foothill Boulevard Specific Plan.* Its architectural guidelines respond to the City's character and echo the City's traditional design.

b. Adhere to the preservation procedures and provisions of recent La Verne Municipal Code amendments, as follows:

- Subdivision Ordinance contains effective protections for historic and cultural resources.
- Municipal Code revisions address nonconforming structures (buildings that do not comply with current zoning and/or building standards) to allow reconstruction of damaged historic buildings.



- Removal of code restrictions that prohibited adaptive reuse (rehabilitating and using heritage buildings for new, economically viable uses).
- Fee reductions for adaptive reuse.

c. Adhere to the preservation policies of the Redevelopment Plan.

d. Adhere to the adopted preservation policies that govern the following:

- A policy requiring owners of downtown businesses receiving redevelopment agency assistance to comply with preservation-sensitive design standards.
- Adoption of preservation policies to guide demolition decisions.
- Public art policy and guidelines for an historic plaque program.

e. Stimulate retention, preservation and adaptive reuse of historic structures for modern, economically viable uses.

f. Use the State Historical Building Code on all designated and potential historic resources.

2.2 Provide innovative means of preservation.

IMPLEMENTATION MEASURES:

a. Provide consultation with a restoration architect serving as an adjunct to staff to assist with preservation-related design issues.

b. Include historic preservation information to the community development department's computer case log and building permit packets.

c. Use historic preservation research files in evaluating design of additions and alterations, and frequent consultation with the City Historian to answer questions on the history of individual buildings.

d. Consolidate preservation files to improve access.

e. Develop a comprehensive list of properties of potential cultural significance.

f. Require imaginative mitigation programs to offset negative effects of development, such as:

- Oral history training workshops.
- Photographic documentation of important buildings for use as a baseline for future alterations.

g. Update and distribute our preservation resource directory.

h. Continue development of Heritage Park buildings and activities.

i. Use the Historical Building Code to make preservation projects more affordable.

j. Use Mills Act contracts as an incentive to help homeowners pay for restoration.

k. Support Owner Participation Agreements for Unreinforced Masonry Buildings, wherein owners of such commercial buildings receive financial assistance to help pay the costs of seismic strengthening and rehabilitation.

l. Develop ordinances to protect historic buildings from hasty demolition or alteration at the time of a natural disaster.

2.3 **Bolster our proven programs.**

IMPLEMENTATION MEASURES:

a. Monitor and sustain the preservation progress made in historic Lordsburg:

1. DOWNTOWN IMPROVEMENTS.
The appearance and liveliness of the downtown (Oldtown) has improved radically, with rehabilitated buildings, upgraded parking lots and alleys, pocket parks, prosperous new and expanded businesses, landscaping, and murals.

2. APPROPRIATE INFILL.
New buildings constructed in the Lordsburg area in the last decade (infill) retain the character, materials, patterns, design and feeling of the historic area.

3. DESIGN-APPROPRIATE ADDITIONS/CHANGES.
Inappropriate alterations that destroy character-defining features of buildings have been significantly reduced.

b. Continue the development of a vigorous public art program:

- Public art is now a component of redevelopment agency projects (See MAP CR-2).
- Plaques identifying the historical value of sites are also being incorporated into new development projects.
- Celebration of the citrus era is a noteworthy accomplishment of the City's public art program.



c. Continue our designation and restoration efforts (See MAP CR-1):

- Dewenter Ranch and the Straight house were placed on the National Register of historic places.
- The Palomares House was listed as a State Point of Historic Interest. The City documented its interior (with original furnishings) and exterior.
- The Carrion Adobe is being properly restored in accordance with a master plan. The City underwrote plans for seismic strengthening.
- The City helped develop a tailor-made specific plan for office adaptive reuse of a heritage home on Bonita.
- Mills Act contracts were executed with rigorous conditions requiring outstanding maintenance.

d. Protect our historic resources through use of appropriate rehabilitation design guidelines:

- Apply Lordsburg Specific Plan development and design guidelines, and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings for additions, alterations and infill development throughout the older parts of the city.
- Use traditional materials and techniques characteristic of La Verne at different periods, using the "building vocabulary" developed for the Lordsburg Specific Plan and the Foothill Boulevard Specific Plan.

2.4 Support community preservation organizations.

IMPLEMENTATION MEASURES:

a. Assist and consult with the two historic preservation organizations SOLVE (Save Old La Verne's Environment) and the La Verne Historical Society, which have merged. Help them to maintain their activism and continue to provide their invaluable service through their work with the City.

b. Assist the La Verne Heritage Foundation in its efforts to improve Heritage Park facilities and provide educational and recreational programs. Help secure funding for an office and maintenance of the facility.

c. Support the Hands on History education program and related efforts.

2.5 Pursue preservation of archeological resources.

IMPLEMENTATION MEASURES:

a. Support the University of La Verne's archeology lab which houses the collection of the Mud Springs Chapter of the Archeological Survey Association of Southern California and the Lordsburg College collection.

b. Encourage continuation of the archeological dig at the old Lordsburg Hotel site, which has revealed turn-of-the-century artifacts.

c. Oversee continued discovery of Gabrielino Indian artifacts such as those recently unearthed on a north La Verne site.

d. Consistently consider archeological resources (historic and prehistoric) at the initial study stage of a development and consult with the regional Historical Resources Information Center at the University of California at Los Angeles.

e. Require the following measures if an archaeological site is discovered during excavation or construction phases of development:

- An excavation plan shall be prepared according to CEQA-Appendix K.
- If it is impossible to avoid disturbing the site through revisions in project design, require salvage efforts according to the parameters outlined in Appendix K, Section VII of the CEQA Law and Guidelines.
- In the event of the discovery of human remains, follow procedures outlined in Section VIII of Appendix K contained in the CEQA Law and Guidelines.

2.6 Protect cultural resources through strategic use of California Environmental Quality Act provisions.

IMPLEMENTATION MEASURES:

a. If an unsurveyed or unlisted property is 50 years old or older, or appears to meet the criteria for listing on the California Register, the City shall require further investigation by a qualified preservation professional before allowing major alteration or demolition.

b. Mitigate significant effects of projects on cultural resources through:

- creative programs for replacement;
- enhancements of related cultural resources programs;



- contributions that ensure preservation of similar resources; or
- avoidance of negative effects altogether by choosing a feasible alternative that preserves the resource in question.

2.7 **Adopt a cultural resources ordinance and accompanying guidelines.**

IMPLEMENTATION MEASURES:

a. Standards and procedures for designation of cultural resources using State of California criteria amplified by specific, clearly defined criteria describing local importance.

b. Design guidelines and procedures for approving changes to cultural resources, including guidelines defining architectural style and building mass for infill development in historic districts; and

- Standards and incentives encouraging the continuing use, adaptive re-use and mixed use of significant cultural resources.
- Procedures for quick response in the event that fire, flood, quake or other disaster damages a significant cultural resource or its contents.
- Provisions governing infill, demolition and relocation practices on or adjoining historically or architecturally significant properties.
- Provisions for stays of demolition:
  - Allow enough time for the City to consider and implement alternatives prior to issuance of a demolition permit; and
  - Require that building permits be issued and financial backing available for replacement structures prior to issuing a demolition permit.
- Provisions for relocation of historic structures from their original sites.
- Incentives.
- Once an ordinance is adopted, apply to the State Historic Preservation Office for acceptance as a Certified Local Government and for acceptance as having a Certified Local Ordinance to qualify for favored treatment by the state and for funding opportunities.

2.8 **Offer incentives for cultural resource preservation.**

IMPLEMENTATION MEASURES:

a. Offer Mills Act agreements (contracts between the City and owners of designated historic resources enabling

the owners to receive property tax breaks) to owners of exemplary historic resources who will use the funds to provide the highest standards of restoration and maintenance.

b. Offer courtesy professional architectural and landscape design assistance to owners of historic buildings and sites.

c. Investigate fee waivers, redevelopment agency assistance, community development block grant funds and similar forms of assistance for worthy preservation-related projects.

d. Maintain current information about tax credits, property tax assistance, and other financial incentives for preservation.

e. Offer interest-free or reduced-interest loans or owner participation agreements for qualified applicants to do rehabilitation work consistent with the original character of a building.

f. Explore the possibility of grants to qualified owners of eligible structures for preservation and for qualified economic development projects.

g. Offer owner participation agreements for seismic work in conjunction with facade improvements consistent with adopted preservation guidelines.

h. Provide information on investment tax credits which can be combined with affordable housing tax credits for qualified projects involving National Register depreciable properties.

i. Encourage historic building facade easements, which may be donated for a tax advantage to the City or other qualified non-profit preservation organization for National Register qualified properties.

j. Provide free technical advice to residents rehabilitating historic properties, including the distribution of flyers and newsletters; occasional workshops; or other outreach programs.

k. Apply for and provide awards or grants for the preservation and protection of outstanding building interiors that are rarely protected in any way.

l. Consider reduced processing fees for preservation and protection of outstanding building interiors.



2.9 **Abide by adopted demolition policies to protect cultural resources from premature demolition.**

IMPLEMENTATION MEASURES:

a. Demolition or alteration of character-defining features of a structure or site listed on a table or map in this chapter shall not be permitted without review and approval by the City Council. No alteration shall occur in the absence of a valid precise plan, reviewed and approved by the Community Development Department and affirmed by Council.

b. Require preservation plans for significant properties where demolition of structures, including outbuildings, are proposed.

2.10 **Protect and preserve cultural landscapes.**

IMPLEMENTATION MEASURES:

a. Follow Department of the Interior guidelines for preservation of historic landscapes.
b. Assure that settings as well as individual buildings are preserved to the extent possible.
c. Encourage retention of heritage trees on properties less than one acre.

2.11 **Preserve and protect resources that are not only individually noteworthy but also collectively important.**

IMPLEMENTATION MEASURES:

a. Update the existing partially completed survey and survey those parts of the city not yet included for historically/culturally significant districts/neighborhoods (i.e.: first, or architecturally significant tract housing; citrus grove or farm complexes; citrus field workers' housing; etc.).

b. Avoid inappropriate changes to a district that can diminish the historic feel of the area.

ISSUE: 3 **Future**

It is important to keep expanding cultural resource programs and adding to the City's treasure trove of resources. Efforts should include new public art programs as well as celebrations through music, dance, crafts, and performances. Creating buildings and neighborhoods that will be worthy of preservation efforts 50 years into the future is vital to a vigorous and inspired future.

Outreach by teaching students and residents about their city's heritage, working with Hands on History as well as other preservation organizations and by providing services to citizens

by means of information, tools and workshops, are all part of enhancing and expanding cultural resource programs.

Integration means consideration of cultural resources in all aspects of planning, even seemingly unrelated topics such as economic development. Cultural resources are related to such larger issues in that they make the city more interesting and attractive.

GOAL: 3 EXPAND & ENHANCE OUR CULTURAL RESOURCE PROGRAM.

POLICIES: *We shall:*

3.1 Inform the public of preservation techniques and incentives.

IMPLEMENTATION MEASURES:

a. Maintain a listing of craftsmen (such as plasterers and woodworkers), skilled in old building repair and restoration.

b. Provide public brochures on appropriate restoration and rehabilitation practices.

c. Maintain an information repository on proper maintenance, rehabilitation and restoration techniques to assist owners and developers of historic buildings.

d. Create, maintain and update the following types of information on historic preservation:

- Financial incentives for rehabilitation.
- Adaptive reuse examples (adapting old structures to new uses).
- Brochures that explain the advantages of proper maintenance, repairing and rehabilitating the different styles of historic structures.
- Appropriate rehabilitation techniques for city departments that issue permits affecting historic buildings and sites.
- Information on preventing the gentrification of historic areas .
- Guidelines for establishing a tool lending program.
- Ways for CDBG rehab loan recipients to "rehab right".

e. Ensure that information on adaptive reuse and rehabilitation is distributed in cooperation with the La Verne Historical Society/SOLVE.

f. Encourage distribution of rehabilitation and local history books to the La Verne Public Library.

g. Work with students and teachers in the Hands on History program.



3.2 Establish outreach programs.

IMPLEMENTATION MEASURES:

a. Establish a preservation and cultural resource awards program issued in conjunction with the Planning Commission or other historic preservation commission and the City Beautiful Committee.

b. Explore new and creative methods for capturing and preserving the cultural heritage of the community, such as oral history programs and videotapes; place transcripts and tapes in the University archives.

c. Adopt a plaque program to recognize culturally important and heritage sites.

d. Explore new concepts related to cultural resources such as the contributions of various ethnic groups, and the non-physical aspects of cultural heritage and history.

e. Explore the possibility of setting aside space in the community center for the display of cultural resources such as archaeological artifacts and historic photos, in addition to City Hall displays.

f. Encourage and welcome community involvement and cooperative cultural resource ventures with institutions such as the University of La Verne and Hillcrest Homes, local businesses, the Bonita Unified School District, neighboring cities, and community organizations.

3.3 Promote public art.

IMPLEMENTATION MEASURES:

a. Foster cultural awareness through public art projects, promotion of the arts, and programs commemorating La Verne's history, with special appreciation of the role played by the City's various ethnic groups in that history.

b. Create new cultural resources through adoption of a public arts program.

c. Enlist local artists, schools, and non-profit groups to create and preserve cultural resources.

d. Encourage La Verne talent to apply for grants for public art creation and programs.

e. Seek new opportunities for cultural resource enhancement through these actions:

- Pursue grants to provide public art along and adjacent to the Foothill freeway and other transportation projects such as the Metrolink line.
- Include notable landscapes, sculptures, and artful architectural features as part of new development.
- Commission public art as part of owner participation agreements.
- Publicize our public art and encourage opportunities for new public art.
- Develop a Cultural Resources Inventory, similar to the Historic Resources Survey.

3.4 Integrate cultural resources into daily planning practice.

IMPLEMENTATION MEASURES:

a. Continue to integrate cultural resources into our everyday planning processes and through:

- Strategic use of CEQA.
- Careful and creative design review.
- Establishment of new designs based on traditional local architecture and values.

3.5 Establish an oral and video history program.

IMPLEMENTATION MEASURES:

a. Build on the foundation established with the "Fruits of Our Labor" program documenting citrus worker's lives.

b. Seek grants and volunteers to transcribe taped oral histories.

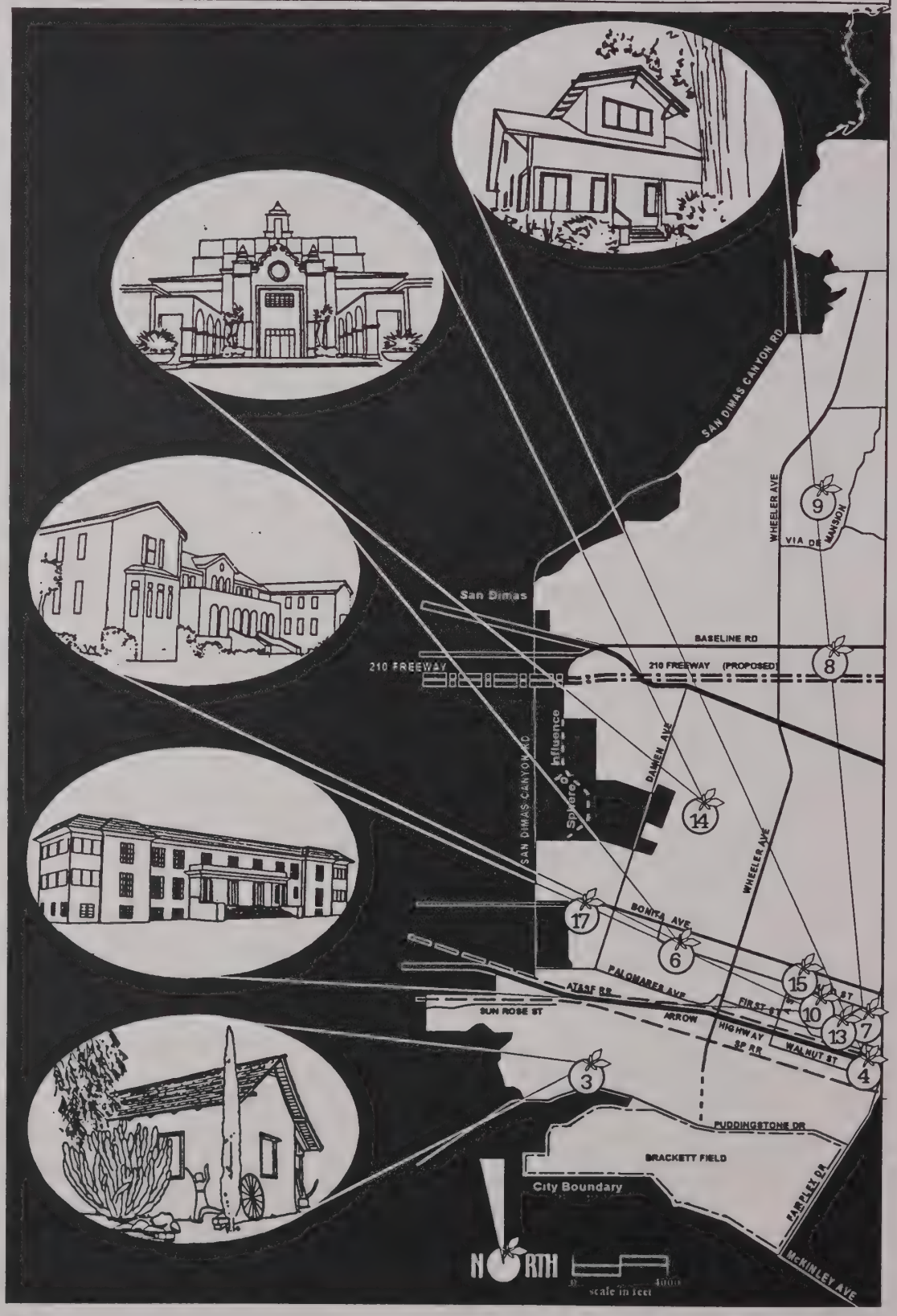
c. Develop with SOLVE a list of community members to be interviewed.

d. Use established oral history practices.



CR-1

Cultural Resources Policy Map



National Register of Historic Places

1 DEWENTER HOUSE
2 STRAIGHT HOUSE

Registered State Landmark

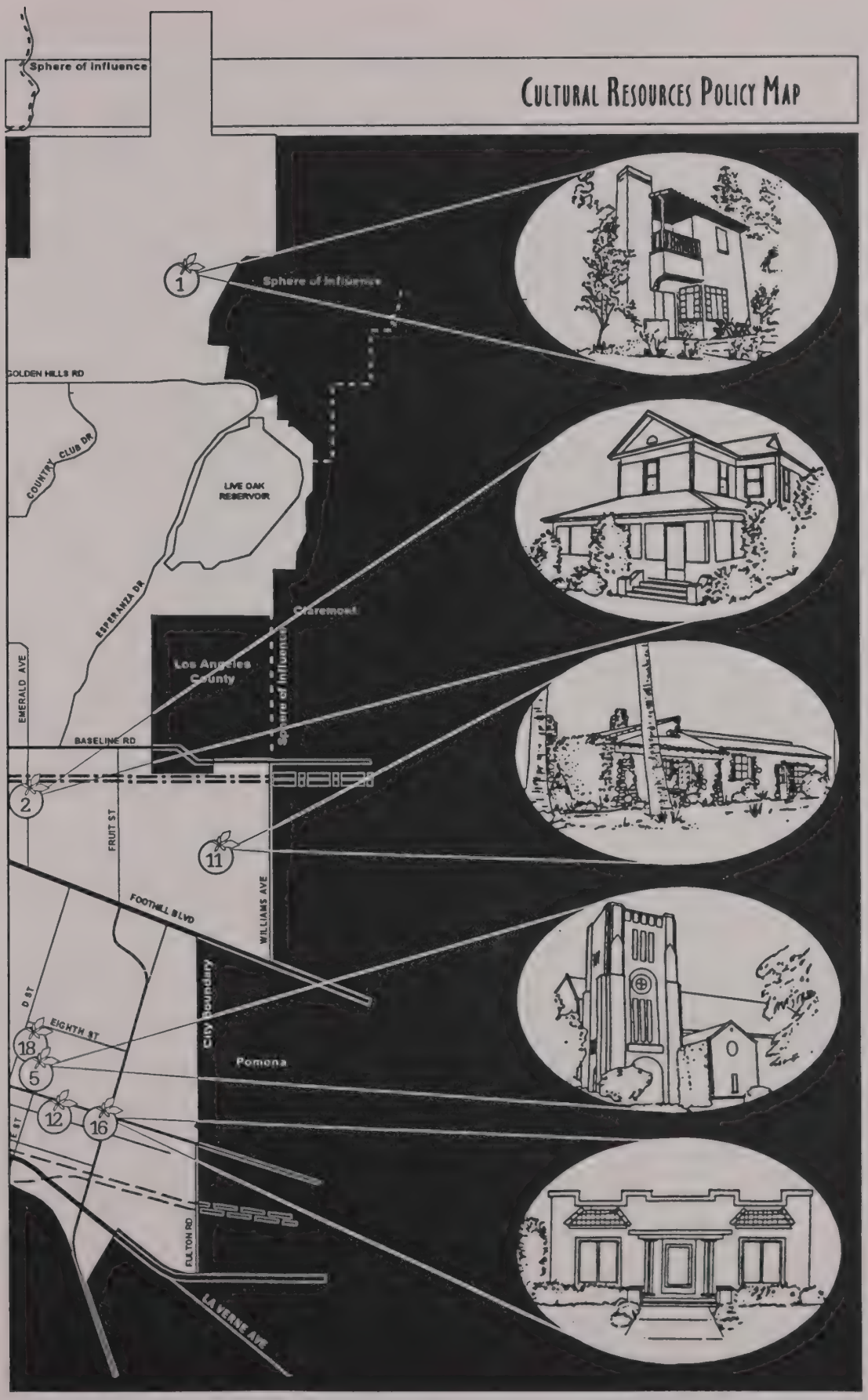
3 CARRION ADOBE

State Point of Historic Interest

4 PALOMARES HOUSE

Cultural Resources Policy Map

CR-1



Local Landmarks

(City Council designation by resolution or General Plan)

5 Church of the Brethren
6 David & Margaret Home
7 Hanawalt House
8 La Verne Heights Elementary
9 Lewis Mansion
10 Miller Hall
11 Rock House on Amherst
12 Scubie Mills Heritage Trees
13 University of La Verne
14 Weymouth Filtration Plant
15 Woody Hall, ULV
16 2478 Bonita Residence
17 900 Bonita Residence
18 2232 Sixth Residence

Source:
La Verne Community Development

Public Art Map

Public Art Sites

1 WPA TERRAZZO MURAL (DAMIEN HIGH SCHOOL)

2 DOWNTOWN ALLEY MURAL

3 UNIVERSITY OF LA VERNE MURALS

4 EDWARDS CINEMA FOUNTAIN

Potential Public Art Sites

A FOOTHILL/BASELINE

B FAIRPLEX/MCKINLEY OR PUDDINGSTONE

C ALONG WALLS OF METROLINK ROUTE

D BONITA/DAMIEN HIGH SCHOOLS

E D STREET/ ARROW HIGHWAY

F WHEELER/ ARROW HIGHWAY

G UNIVERSITY OF LA VERNE

H METROPOLITIAN WATER DISTRICT

I BRETHERN HILLCREST HOMES

This map shows existing & potential sites for public art. Much of La Verne's history is captured through the eyes of local artists.

1



2



3



Public Art Map



Public Art Sites

- 5 BAGELRY MURAL
- 6 LIBRARY FRONT DOOR
- 7 TRANSPORTATION MURAL
- 8 AUTO REPAIR MURAL
- 9 PAPER PAK IMPRINTED MURAL
- 10 PAPER PAK MURAL

Potential Public Art Sites

- J 210 FREEWAY CORRIDOR (FRUIT RAMPS)
- K FOOTHILL CORRIDOR MEDIANS
- L FRUIT/FOOTHILL
- M CIVIC CENTER
- N BONITA HIGH SCHOOL
- O REAR OF TARGET ALONG WHITE

SOURCE:
LA VERNE COMMUNITY DEVELOPMENT

CR-1

Archaeological Sites in La Verne

SITE	DATE RECORDED	GENERAL LOCATION	ARTIFACTS	STATUS
LAn-75	1951 1965 1980	southwest	prehistoric stone tools and historic debris	80% destroyed
LAn-166	1967	northern hillsides	large occupation site, stone tools	
LAn-173	1967 1988	northern hillsides	scattered stone tools	80% destroyed
LAn-402	1969 1989	north La Verne	stone tools	relocated in 1989, badly disturbed
LAn-518	1973	northern hillsides	stone tools	
LAn-524	1973	northern hillsides	stone tools	
LAn-826	1979	northern hillsides	scattered stone materials	destroyed
LAn-2562H*	1997	downtown La Verne	household, architectural and school related items	in process of excavation
LAn-2611	1998	northern hillsides tract 50964	scattered stone material	relocated to ULV in 1998

Source: Institute of Archeology, UCLA, updated 1997.

* Source: Anne Duffield Stoll, Archeological Site Director, Adjunct Faculty of Behavioral Sciences Department, University of La Verne, 1998.

** Source: RMW, Paleo Associates, Mission Viejo, 1998.

SPOTLIGHT ON OUR BUSINESS



ECONOMIC DEVELOPMENT LA VERNE

SPOTLIGHT ON OUR BUSINESS



ECONOMIC DEVELOPMENT LA VERNE

To have quality businesses that increase our sales tax revenue, & in turn, balance the increasing costs of the services needed to support them, is the main goal of our Economic Development Chapter.

This chapter serves as a roadmap to sustainable development – sustainable in the sense that it pays for itself.

Despite the success of economic development strategies such as those prescribed by the City's Economic Development Action Plan, La Verne continues to face the dilemma of increasing public service needs and decreasing availability of land designated for revenue generating uses. Our small economic base is highly susceptible to the fluctuating trends in the marketplace. Commercial and industrial areas are fully contained within three neighborhoods: the Foothill Corridor, Lordsburg and South La Verne.

Current trends toward "big-box" retailers and discount outlet malls are taking their toll on Foothill department stores and Lordsburg boutiques, and corporate mergers may redefine the strip commercial development of the Foothill corridor. In addition, we also continue to face increasing reductions in federal and state assistance, and legislative limitations on redevelopment expenditures.

Vision

We aim to direct our economic development efforts in order to:

- Strengthen La Verne's economic base and ensure our place in the regional economy.
- Foster a diverse mix of business and industry to serve community needs and provide jobs.
- Improve the economic base that supports the quality of life that distinguishes La Verne from other communities.
- Create jobs for our residents through jobs-housing balance.
- Sustain the level of public services that our residents and businesses enjoy today.

Highlights

The **Issues, Goals & Policies** section of this **Economic Development Chapter** will address these topics:

1. **Jobs-Housing Balance.** According to the 1990 census, 4,857 new jobs were created between 1980 and 1990.

La Verne's Share of the Regional Dollar

La Verne is one of the few California cities to adopt an economic development element and an economic development action plan. Given the increasing competition among cities to attract high profile sales tax generators, the need for economic development planning has become even more apparent.

During the years since La Verne's 1989 plan was adopted, economic development has increasingly become a coordinated regional initiative as well as a local venture. Many of these changes benefit La Verne residents by providing regional clearinghouses, marketing and cooperative programs.

With the adoption of the most current Regional Comprehensive Plan, the six-county Southern California Association of Governments region has, for the first time, established regional economic development strategies.

However, with the economy's decline in the early 1990's, the rate at which new jobs were created dropped. Our job market has not kept pace with new residential development and population increases.

A jobs/housing balance helps to sustain local economy; reduces traffic and air pollution; and provides convenience to the our residents by reducing job commutes.

2. **Commercial & Industrial Development.** Our remaining vacant commercial and industrial land is in short supply, placing great importance on thoughtful project design to maximize the life and usefulness of new developments.

   In addition, careful thought must also be given to our existing centers which have become physically obsolete or rendered so due to market changes and evolving needs of businesses.

3. **Loss of Sales Tax Revenues.** La Verne has suffered closures of two major grocery stores, a hardware store, clothing manufacturer, and various smaller businesses due to decline in the economy, corporate mergers or to incentives or advantages offered by other cities.

   In order to retain existing business, we may have to consider offering more incentives; look at the overall impact that a new business may have on many smaller existing business; and require project designs with enough flexibility to be able to accommodate other tenants of varying sizes in the future.

4. **Municipal Services.** Providing excellent municipal services to our community has become and will continue to be a challenge. Commercial activity and tax revenue generation has not kept up with state government cuts and the increasing cost of providing such services.

5. **Downtown Lordsburg Revitalization.** Although significant improvements have been made to our downtown commercial district in recent years, more improvements are necessary. It will be important to continue revitalization efforts since small downtowns are often more susceptible to decline and deterioration.

6. **Economic Development Action Plan.** La Verne has accomplished key projects in the recent past, but has not had significant success in the area of business attraction. Since 1989, we have maintained an Economic Development Action Plan that focuses on the principles of:

   1. Diagnosis & Selection
   2. Recruitment & Retention
   3. Planning & Infrastructure
   4. Process
   5. Marketing

Through the active use of these five tenets, we have successfully:

- Incorporated economic development policy into specific plan standards and guidelines;
- Provided architectural, landscape, and planning assistance to developers;
- Introduced regional commerce to Foothill Boulevard;
- Revitalized the downtown;
- Maintained a masonry building reinforcement program;
- Entered into joint-ventures with the university;
- Landscaped the blighted Arrow Highway commercial corridor;
- Streamlined the city zoning code and processing procedures; and
- Developed a range of incentives.

We must continue a coordinated economic development effort to implement the *Economic Development Action Plan* and work with economic development agencies and programs in the region in order to achieve our goal of sustainable development.

7. **Economic Decline & Revitalization.** Our shopping centers are growing old, and are not always up to the challenge of meeting changes today's business needs. Both physical decline and changing commercial trends have, and will continue to affect our commercial districts, specifically the Foothill Corridor. We need to focus on revitalization to keep existing commercial centers competitive and alive with activity.

   In response, we have adopted an amended and restated redevelopment plan for the central city redevelopment project that expands the project area to include the Foothill Boulevard corridor, making economic development assistance available to the commercial strip.

8. **210 Freeway Commercial Impacts.** The 210 Freeway will change Foothill from a regional thoroughfare to a local one, possibly altering the uses currently found along our main commercial corridor. Initially expected to reduce commuter traffic along Foothill Boulevard, the freeway's total effect upon our local businesses remains unknown. On the same note, although past City Council policy does not support commercial development north of the Foothill Corridor, freeway construction will most likely create speculation of commercial development along key areas of the freeway route.



The Southern California Association of Governments' Regional Comprehensive Plan ECONOMY ELEMENT

Of the policies contained in the Regional Comprehensive Plan, the City of La Verne adopts the following goals, policies and actions supporting the Plan's principle economic development goal.

OVERALL GOAL

Improve the standard of living of all San Gabriel Valley residents.

GOAL: To improve the local, state and federal regulatory environment and tax system affecting the San Gabriel Valley businesses.

POLICIES:

- ☑ Create a subregional mechanism to assist individual cities more efficiently manage permit processing.
- ☑ Encourage the state legislature to continue reform of the workers' compensation system and environmental regulations.

9. **Computer & Communications Technology.** Staying competitive within the corporate marketplace usually means getting the word out faster and better than our neighboring cities. Limited resources have prevented La Verne from taking full advantage of current computer and communications technology in its marketing and business recruitment efforts.

   We must find ways to utilize current and new technology if we are to remain competitive.

10. **City Fees.** Other cities are restructuring their fees to give themselves an edge in business attraction. The City will seek to keep its fees competitive while still meeting public facility and other need.

Issues, Goals & Policies

The goals and policies that address each economic development issue are presented below.

ISSUE: 1 Jobs-Housing Balance

Industrial and commercial development has not kept pace with residential development in La Verne. Most residents working outside the home commute to other cities.

GOAL: 1 BROADEN OUR EMPLOYMENT BASE.

POLICY: *We shall:*

1.1 Create opportunities for new jobs.

IMPLEMENTATION MEASURES:

a. Require that new businesses receiving Redevelopment Agency assistance reserve a percentage of new jobs created for La Verne residents.

b. Initiate an employment referral program for businesses employing residents, such as an award program.

c. Continue the partnership with the Chamber of Commerce and other business associations to promote selected commercial and industrial expansion.

d. Aggressively market the city for selected commercial and industrial development through promotional information, a community profile and development data.

e. Prepare and maintain resident employment statistics for use by prospective businesses when locating in the city. Provide regular updates of this information.

ISSUE: 2 Commercial & Industrial Development

Vacant commercial and industrial land is our savings account for the future. We must place greater importance on thoughtful project design in order to maximize the usefulness and desirability of new commercial and industrial developments.

GOAL: 2 INVEST IN DEVELOPMENT THAT IMPROVES OUR QUALITY OF LIFE.

POLICIES: *We shall:*

2.1 Recruit businesses that benefit our community.

IMPLEMENTATION MEASURES:

a. Conduct surveys to identify needed commercial and service uses.

b. Target community identified business prospects in recruitment efforts.

c. Continue the ongoing marketing efforts that include distribution of request forms for prospective business contacts, telemarketing and extensive promotional mailings.

d. Require the preparation of market studies for new commercial development proposals on Foothill Boulevard to ensure that:

- development plans for the boulevard are based on current market data;
- certain uses are not over-duplicated in the City; and
- the City is provided with data on potential fiscal and economic impacts of new businesses on existing ones.

e. Maintain high office, research and development standards.

f. Market the option of combined parcels to larger business park users.

g. Require new industrial projects to facilitate the most intense use permitted on the site in order to allow for potential expansion or increase in intensity.

(i.e.: provide warehouse parking to satisfy the manufacturing/industrial ratio.)

h. Limit warehousing to those uses developed in conjunction with manufacturing or sales.

i. Support and implement the Foothill Boulevard, Lordsburg and Industrial specific plans.

☑ Encourage more communication between businesses and communities, in order to delineate the impact of proposed regulations on the job market.



GOAL: To increase/maintain businesses and industries that can compete globally, Valley business needs to be promoted aggressively throughout the region, state, nation and international markets.

POLICIES:

Note: La Verne supports these policies through its participation in the San Gabriel Valley Council of Governments.

- ☑ Develop a subregional economic development strategy that would include vigorous, sophisticated and aggressive promotion of the San Gabriel Valley in order to identify and target industries that would flourish within the Valley.
- ☑ Establish trade networks outside the San Gabriel Valley supporting existing business needs.
- ☑ Maintain a database of key economic information to be available for businesses wanting to enter or expand in the Valley.

2.2 Seek creative alternatives to typical development.

IMPLEMENTATION MEASURES:

a. Designate desired commercial uses for remaining vacant commercial land.

b. Discourage the development of multi-tenant strip commercial centers.

c. Require that all Foothill commercial centers have a major tenant of a minimum of 20,000 square feet or two minor tenants of 5,000 square feet or larger.

d. Tailor future business parks and commercial centers by specifying needed uses, tied to leasing and owner participation agreements.

e. Limit industrial speculation buildings to discourage multi-tenant, small-scale industrial development.

f. Encourage mixed-use concepts in selected areas that combine high quality residential and commercial uses that compliment one another.

g. Explore practical components of the New Town Planning/ New Urbanism movement for use in potential redevelopment opportunities in the Foothill corridor.

ISSUE: 3 Loss of Sales Tax Revenues

La Verne has lost significant amounts of sales tax revenues to surrounding communities. This loss is pronounced in clothing, accessories, restaurants, and home furnishings and appliances categories.

GOAL: 3 INCREASE OUR RETAIL SALES TAX REVENUES.

POLICIES: *We shall:*

3.1 Retain our existing businesses.

IMPLEMENTATION MEASURES:

a. Implement business retention strategies of the *Economic Development Action Plan.*

b. Require market studies for new commercial developments to ensure that certain uses are not over-duplicated and that the City is provided with data on potential fiscal and economic impacts of new businesses on existing ones.

c. Promote a "Shop in La Verne" mentality:

- Encourage Foothill Boulevard centers to advertise, sponsor center activities and conduct sales events.
- Encourage the formation of a Foothill Boulevard Merchants' Association responsible for a joint newsletter, advertising, special activities and community events.

(The city assists the Chamber of Commerce in their sponsorship of the "Shop La Verne" program.)

3.2 **Target industries that complement nearby regional uses.**

IMPLEMENTATION MEASURES:

a. Capitalize upon local regional facilities when marketing South La Verne sites:

- Los Angeles County Fairplex/Pomona Raceway;
- Bonelli Regional Park;
- Brackett Field
- University of La Verne.

b. Support development of hotel and commercial uses within the Brackett Field Master Plan, if environmentally appropriate with minimal impacts on residents.

c. Market the following business park development options:

- Capture regional retail uses, such as discount outlet malls and "big-box" users that would not impact our current businesses.
- Capitalize on nearby regional recreation facilities to secure recreation and visitor serving commercial uses.

(The *Industrial Specific Plan* provides for a maximum of 10% retail and 15% recreation/visitor commercial development.)

d. Encourage Metropolitan Water District to surplus and sell vacant land.

e. Participate in a joint venture with the Metropolitan Water District and the University of La Verne to develop a sports park, park-and-ride and open space project.

f. Work with other institutions to surplus vacant land that is currently off the property tax role.

ISSUE: 4 **Municipal Services**

Commercial activity and tax revenue generation has not kept up with state government cuts and the increasing costs of municipal services. In addition, residential development requires more services than all the revenue it generates. It is becoming increasingly difficult to maintain our high service levels.

GOAL: 4 **BALANCE THE BENEFITS & COSTS OF DEVELOPMENT.**

- ☑ Continue to promote San Gabriel Valley's image as a dynamic marketplace for business.
- ☑ Identify and promote the strengths of the Valley.
- ☑ Encourage companies with international markets to locate in the San Gabriel Valley.
- ☑ Promote international investment in the Valley.



GOAL: To encourage businesses to locate, stay and grow in the San Gabriel Valley.

POLICIES:

- ☑ Support business outreach programs which promote the availability of business ombudsmen services in individual cities and the subregion.
- ☑ Support "Red Team" concept (collaborative effort between agencies to address specific business situations) coordinated through subregional organizations, such as San Gabriel Valley Economic Partnership, to solve issues and encourage businesses to stay in the Valley.
- ☑ Develop a subregional approach to business retention, such as identifying alternative Valley sites when it becomes necessary for a business to consider a physical move.

POLICY: *We shall:*

4.1 **Require fiscally responsible development.**

IMPLEMENTATION MEASURES:

a. Encourage fiscally responsible communities, with private streets (not necessarily gated), open spaces and recreational amenities.

b. Require fiscal impact and mitigation studies with residential development proposals.

c. Require professionally prepared fiscal analyses with major residential developments. These studies shall identify service costs, project revenues and mitigation measures.

d. Expand the current user fee system for planning, recreation and human service programs.

e. Defray the public services costs of industrial areas by requiring community facilities, landscape and lighting maintenance districts when it is determined that it will not hinder actual development and sale of properties.

f. Implement a public safety surcharge for commercial and industrial uses requiring unusually high numbers of responses from police, fire and paramedics.

ISSUE: 5 **Downtown Lordsburg Revitalization**

Downtown Lordsburg is economically underdeveloped, its vitality stunted by commercial growth on Foothill Boulevard. Several buildings are vacant or under used and several lots remain undeveloped.

GOAL: 5 **REVITALIZE DOWNTOWN LORDSBURG.**

POLICY: *We shall:*

5.1 **Promote and improve our downtown.**

IMPLEMENTATION MEASURES:

a. Hire a marketing specialist to define the Downtown Lordsburg market.

b. Develop and implement a marketing strategy, with the input from the Downtown Business Improvement District, merchants, landowners and residents. Update the marketing study every two years, making the study available to all Downtown La Verne businesses.

c. Establish a prioritized comprehensive capital improvement program, to be adopted annually with the city budget.

Incorporate the *Lordsburg Specific Plan* design and parking plans, and include:

- Landscaping,
- Street lights,
- Facade improvements,
- Parking improvements,
- Seasonal banners,
- Pedestrian walkways,
- Pedestrian amenities and other improvements.

d. Recommend that the Downtown Advisory Board secure a professional downtown manager to act as city liaison and be responsible for coordinating promotions, advertising, facade renovations, business recruitment and training.

e. Attract an anchor tenant to Lordsburg, such as a specialty market, butcher shop, bakery or restaurant. Purchase land and consoli-date lots to make this practical.

f. Encourage interaction between the University of La Verne and the Downtown Lordsburg merchants. For example, student artists and performers could stage exhibits and performances in the Lordsburg area, or jointly sponsor a Lordsburg festival.

g. Coordinate activities and foster communication between the Business Improvement District Advisory Board and the Chamber of Commerce and support the continued regular attendance of a chamber representative at district board meetings.

ISSUE: 6 **Economic Development Action Plan**

The City's economic development efforts have resulted in limited success over the last few years.

GOAL: 6 **FOSTER SUCCESSFUL REDEVELOPMENT & ECONOMIC DEVELOPMENT.**

POLICY: *We shall:*

6.1 **Implement the Economic Development Action Plan.**

IMPLEMENTATION MEASURES:

a. Practice the Plan's five principles of economic development assistance as contained in the *Economic Development Action Plan* as stated in TABLE ED-1.

b. Expand the use of Request of Formal Proposal (RFP) process. The Agency should not adopt a "wait and see" attitude for vacant property, but instead use the request for proposal process to solicit needed uses.

- ☑ Develop a subregional approach to the permit processing which will coordinate individual cities, regulatory and other governmental processes into an automated, efficient, non-redundant system. This system should be available to all municipalities and customers.
- ☑ Encourage a positive customer-service attitude within cities by promoting business friendly programs, such as the one initiated by the San Gabriel Valley Economic Partnership.
- ☑ Support programs designed to develop, maintain and/or restore the Valley's infrastructure in order to accommodate business growth.
- ☑ Encourage the development of business "incubators" in the Valley.
- ☑ Support incentives to maintain businesses in the Valley.





- ☑ Promote central communication vehicle to assist in the growth and maintenance of existing businesses.
- ☑ Support the development of economic incentives that encourage investment in new and expanding businesses.
- ☑ Encourage subregional cooperation in order to leverage capital resources for businesses in the San Gabriel Valley.
- ☑ Support technical assistance and networking programs for small businesses, such as a Center for Business Development.
- ☑ Support combined efforts to utilize public-private funding sources for the varying levels of business needs.

c. Document and expand the array of programs offered or proposed by the redevelopment agency shown in TABLE ED-1.

d. Adopt a prioritized comprehensive Capital Improvement Program annually with the city budget. The agency shall assign a high priority to completing the infrastructure necessary to further business development.

e. Target specific types of businesses and linkages that would allow dollars to recirculate within the local economy.

(For example, locating restaurants near theaters to capture greater revenue than either one alone could generate as in the case of the Edwards Cinema and Chili's Restaurant project.)

f. Continue to respond to site searches conducted by the LAEDC.

g. Explore available sources of funding for economic development programs such as Community Development Block Grant (CDBG) funds.

h. Regularly update the City's *Economic Development Action Plan*.

i. Implement Economic Development Action Plan strategies listed in TABLE ED-2.

j. Explore the idea of commercial/industrial property data bank so that the City has access to properties that are available and therefore assist potential businesses with their needs for new locations.

k. Begin a plan of property acquisition and consolidation of parcels for needed uses, through the auspices of the La Verne Redevelopment Agency.

l. Provide business relocation assistance through the Redevelopment Agency to businesses in need.

m. Track economic development activity in La Verne; prepare an annual report that identifies economic development strategies for the year. Conduct a comprehensive study every five years to examine and update economic development priorities.

The citywide study shall include:

- Economic data update including types of businesses in the city, the number of employees, a review of

the licensing and permitting process, and business assistance programs.
- Surplus community facilities survey.
- Public improvement analysis, identifying projects which may warrant the issuance of taxable bonds.
- Cost revenue analysis of businesses in La Verne to determine how much net revenue the city is receiving.

n. Prepare a regular comprehensive revision of the *Economic Development Action Plan*, adopted in 1991, in concert with this, and future general plan updates.

o. Develop annual processing workshops to assist developers, homeowners, or other individuals through the permit process.

p. Continue active participation in chamber of commerce sponsored small business workshops on a regular basis.

q. Expand the role of the chamber of commerce as contract provider for economic services. The chamber has launched an economic development committee and economic development board in connection with the City; their role should be noted and encouraged.

r. Encourage the infusion of revenue-producing commercial establishments in master planned, mixed use projects:

- INDUSTRIAL- the *Industrial Specific Plan* provides for the integration of commercial and residential uses.
- COMMERCIAL- a proposed revision to the zoning ordinance supports the inclusion of mixed-use projects under the CPD zone, and is currently permitted in the *Lordsburg Specific Plan* area.

s. Require a periodic impact fee structure study to keep La Verne competitive with other cities.

ISSUE: 7 **Economic Decline & Revitalization**

Physical obsolescence and changing market conditions are affecting the viability of supermarket-based retail centers on Foothill Boulevard. Continuing trends toward grocery chain mergers and super-stores are taking their toll on Foothill Boulevard; intensified by the fact that banks often share the same locations, and are experiencing similar issues.

GOAL: 7 **MAINTAIN FULL TENANCY IN OUR SHOPPING CENTERS.**



GOAL: To strategically incubate and grow key industries that will thrive in the San Gabriel Valley and effectively compete in targeted markets.

POLICIES:

- ☑ Support an emphasis on the creation of new jobs that match skills of the San Gabriel Valley's labor force.
- ☑ Promote commercial applications for research and development projects developed at local universities.
- ☑ Identify target industries that should be promoted in the San Gabriel Valley.

POLICY: *We shall:*

7.1 **Develop an economic strategy to revitalize declining retail centers.**

IMPLEMENTATION MEASURES:

a. Encourage adaptive reuse of structures in Lordsburg and on Foothill Boulevard through redevelopment financing techniques. Recent code amendments removed prohibition of using a residence for a non-residential use in the Commercial-Professional Development Zone.

b. Develop an adaptive reuse grant/loan program to rehabilitate and retrofit existing commercial centers for contemporary marketing needs.

c. Develop a demonstration program in which the City purchases, retrofits, and operates a commercial center that has lost its anchor tenant.

d. Explore current trends in New Town Planning for use in potential redevelopment opportunities in the Foothill corridor (Neo-Traditional/ New Urbanism).

e. Use the Foothill Boulevard Design Assistance Program to develop a low cost program offering architectural assistance and loan/grant funds. Use these funds to retrofit centers for new marketing trends and increased appeal and therefore tenancy.

f. Develop a demonstration program in which the City uses its resources to directly develop or retrofit a revenue-producing retail or other commercial center, and operate that center.

ISSUE: 8 210 Freeway Commercial Impacts

The completion of the 210 Freeway may have a negative impact on commercial activity along the Foothill Boulevard corridor due to expected decrease in traffic. Construction of the freeway may also result in speculation of commercial uses close to the freeway route.

GOAL: 8 PROTECT OUR COMMERCIAL DISTRICTS FROM FREEWAY IMPACTS.

POLICIES: *We shall:*

8.1 **Identify and address 210 Freeway impacts on existing businesses.**

IMPLEMENTATION MEASURES:

a. Explore the preparation a study identifying the potential effects of freeway development on our commercial districts, particularly, the Foothill Corridor.

b. Develop measures to minimize these effects to the extent possible.

c. Require a comprehensive study of the Baseline and Freeway corridors, including housing condition, commercial carrying capability, blight, circulation and other factors, prior to entertaining any and each request to change the general plan or zoning in these areas, or prior to considering any commercial uses within these corridors.

8.2 Target new commerce that thrives off of freeway visibility and access.

IMPLEMENTATION MEASURES:

a. Prepare a feasibility study to determine commercial opportunity along the 210 Freeway.

b. Require a comprehensive study of the Baseline and Freeway corridors, including housing condition, commercial carrying capability, blight, circulation and other factors, prior to entertaining any and each request to change the general plan or zoning in these areas, or, prior to considering any commercial uses within these corridors.

ISSUE: 9 Computer & Communications Technology

The City has not taken advantage of current computer and communications technology in its economic development efforts.

GOAL: 9 ENHANCE ECONOMIC DEVELOPMENT THROUGH TECHNOLOGY.

POLICY: *We shall:*

9.1 Market business opportunities through computer communications.

IMPLEMENTATION MEASURES:

a. Explore the opportunities for "on-line" computer marketing of the city in its economic development efforts through the use of our homepage on the Internet.

b. Revise our homepage to include economic development information.

c. Link our homepage to public and private web sites such those of the Council of Governments, Los Angeles Economic Development Committee, and the San Polo Corporation to help market the region, city, and, available building space and vacant parcels.

d. Provide development standards and processing information through our homepage to assist and attract businesses looking to relocate.



GOAL: To promote business growth through the increase of education and training levels and capabilities of San Gabriel Valley residents.

POLICIES:

- ☑ Support programs that ensure/enhance the quality of education for all students.
- ☑ Promote San Gabriel Valley's renowned universities and higher educational institutions.
- ☑ Support business/education partnerships, such as businesses providing scholarships, employment and grants to students and educational institutions.

In addition, educational institutions and businesses should work together to develop programs that would maximize each others resources and strengths.

e. Develop an on-line application and permit processing program.

f. Create and maintain a database of available and vacant commercial and industrial sites.

g. Explore the methods and advantages of securing high-speed fiber-optic communication lines within our business park to entice high-tech industries.

ISSUE: 10 City Fees

Other cities are restructuring their fees to give themselves an edge in business attraction.

GOAL: 10 ATTRACT BUSINESS THROUGH COMPETITIVE FEES.

POLICY: *We shall:*

10.1 **Monitor and adjust our fees to keep them competitive.**

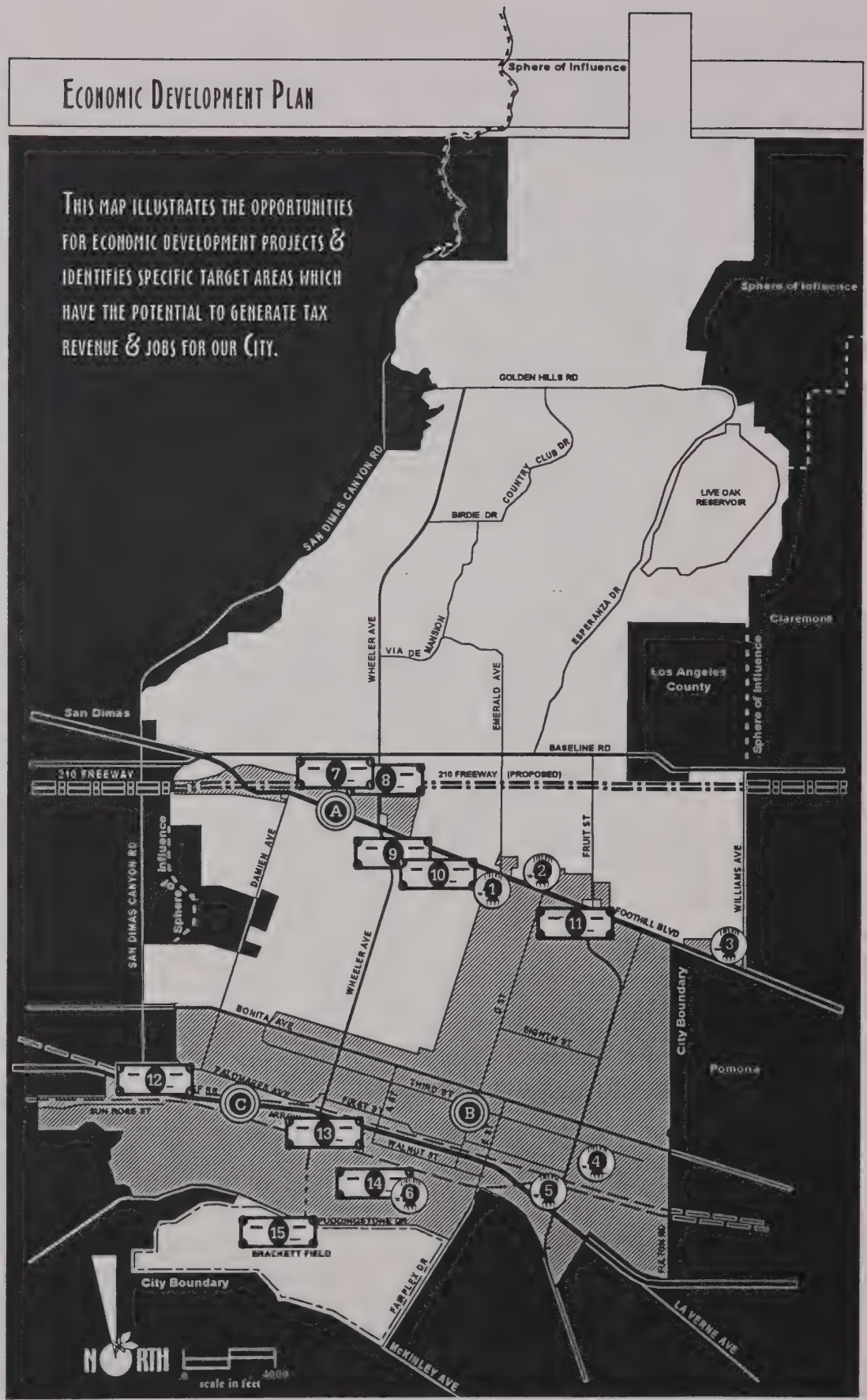
IMPLEMENTATION MEASURES:

a. Require a periodic impact fee study to determine competitiveness.

b. Create other incentives through fee reductions and waivers for new businesses providing substantial tax revenues and jobs.



Economic Development Plan



Redevelopment Project Area

Key Target Areas

- A FOOTHILL - COMMERCIAL CORRIDOR
- B LORDSBURG HISTORIC DISTRICT
- C ARROW INDUSTRIAL CORRIDOR

Significant Economic Development Projects

1. EDWARDS CINEMA
2. BAGELRY
3. PERSON FORD
4. ARCADIA LUMBER
5. PAPER PAK
6. SAN POLO BUSINESS PARK

Potential Economic Development Projects

7. KLEIN PROPERTY
8. ALPHA BETA CENTER
9. FOOTHILL/ WHEELER SITE
10. K-MART CENTER
11. KIMURA SITE
12. SAN DIMAS CANYON/ PALOMARES SITE
13. WHEELER/ ARROW HIGHWAY SITE
14. SAN POLO BUSINESS PARK
15. BRACKETT FIELD AIRPORT

Source: LA VERNE REDEVELOPMENT AGENCY

Economic Development Action Plan

ED-1

Diagnosis and Selection
Marketing
Planning and Infrastructure
Process
Recruitment and Retention

Aggressive Business Recruitment/Processing Assistance
Arrow Highway Landscaping
Architectural/Design Assistance Program
Architectural/Financial Assistance Toward Revitalizing Older Shopping Centers
Brackett Field Development
Broader Use of RFP's, Exclusive Negotiating Rights and Disposition/Development Agreements
Business Improvement District or Marketing Association
Business Linkages Expansion
Capital Improvement Program
CDBG Funding for Economic Development
City-wide Marketing Program
Demonstration Project
Downtown Shopping Guide
Economic Development Action Plan Update
Expanded Graffiti Removal Program
Expanded Marketing and Promotions
Fee Adjustments
Grants
Hotel/Motel Development
Interparcel Access
Joint Venture Development
Land Assembly
Marketing; Targeted Sites
Masonry Building (URM) Reinforcement
Merchant Training Programs in Merchandising and Marketing
Ombudsman Program
Operation and Maintenance CFD: Police and Fire Protection
Owner Participation Agreements
Property Linkage
Redevelopment Agency Assistance
Respond to Site Searches
RFP (Request for Proposal) Process Expansion
Small Business Incubation
Small Business Innovation Grants
Sewer Extensions/Development
Technical Assistance
Wheeler Avenue Extension

Principles

Existing and Proposed Programs

ED-2

Implementation Strategies

Citywide	Aggressive Business Recruitment/Processing Assistance Architectural/Design Assistance Broader Use of Requests for Proposals and Exclusive Negotiating Rights and Disposition/ Development Agreements CDBG Funds for Economic Development City-Wide Marketing Program Entry Sign Program Internet Marketing Redevelopment Agency Assistance Route 30 Freeway Commercial Study Small Business Incubation Technical Assistance
Foothill Corridor	Alpha Beta/Klein Property Linkage Architectural/Financial Assistance Toward Revitalizing Older Shopping Centers Interparcel Access: Stater Brothers Center Marketing Target Sites Request for Proposal: Klein Property
Downtown Lordsburg	Downtown Shopping Guide Expanded Marketing and Promotions Masonry Buildings (URM) Reinforcement Merchant Training Programs in Merchandising and Marketing Small Business Partnership Grants Commercial Rehabilitation Program
Industrial Specific Plan Area	Brackett Field Development Hotel/Motel Development Industrial Specific Plan Revisions Land Assembly Sewer Extensions/Development Wheeler Avenue Extension


SPOTLIGHT ON OUR DESIGN
COMMUNITY DESIGN
LA VERNE

IT IS NOT BY ACCIDENT THAT 'QUALITY OF LIFE' & 'SENSE OF PLACE' ARE TERMS OFTEN USED TO DESCRIBE OUR COMMUNITY...IT IS BY DESIGN.

THE COMMUNITY DESIGN CHAPTER OF THE GENERAL PLAN IS DESIGNED TO PROTECT AND PROMOTE LA VERNE'S UNIQUE CHARACTER BY ESTABLISHING DEVELOPMENT AND DESIGN PLANS THAT CAPITALIZE ON OUR NATURAL RESOURCES, SUPPORT "GREENING", AND ENCOURAGE DISTINCTIVE DEVELOPMENT THROUGH ARCHITECTURAL QUALITY AND "PEOPLE-ORIENTED" DESIGN.

VISION

With this **Community Design Chapter**, we aim to:

- Protect La Verne's small town character.
- Promote the "greening" of La Verne.
- Promote a strong image and distinction.
- Capitalize on La Verne's natural resources.
- Improve architectural quality of developments.
- Encourage people-oriented design.
- Provide design guidelines for developmental trends.

HIGHLIGHTS

The **Issues, Goals & Policies** section of the **Community Design Chapter** will address these topics:

1. **Small Town Character.** New projects built on vacant property are often architecturally insensitive to surrounding historic neighborhoods and the city is losing valuable links to its cultural heritage which have influenced its form: citrus groves, railway station, and packing houses, for instance. Many properties are not adequately maintained.

2. **Greening of La Verne.** The loss of natural open spaces detracts from La Verne's environment. Mature trees profoundly influence our street character. Concrete channeling of flood control channels has divided neighborhoods, detracting from their character. Landscaping is often inadequate to complement architecture, soften barren parking areas, or enhance public spaces.



Community Design: La Verne & the Region

La Verne is proud to be one of the few California cities to stress its belief that good design is a fundamental issue in protecting its quality of life. As a result, our 1989 community design chapter remains a model for cities statewide. But for other cities in particular and the region in general, community design and character issues are only now beginning to receive attention.

The Southern California Association of Governments' Regional Comprehensive Plan includes for the first time regional design and character policies which are supported in our own general plan.

The SCAG plan reads:

As the subregion expands, development can either afford a pleasant environment for those residents and visitors in the area, or it can ignore these elements. The San Gabriel Valley prides itself on the community character, and therefore maintains a high priority to preserve its identity.

3. **Distinctive Development by Design.** La Verne lacks a strong image both downtown and along its perimeters. La Verne has a fine collection of landmarks, both natural and man-made, which the City's design policies have not capitalized upon.

4. **Natural Setting.** Past grading practices have scarred our scenic canyons. New development has resulted in the loss of specimen oaks, eucalyptus, and other trees that define La Verne's environmental character. Flood control installations have provided safety at the expense of North La Verne's environmental character. Home-builders' desires to provide exciting views conflict directly with the City's desire to protect its scenic backdrop. Water is a limited resource. La Verne's semi-arid climate dictates the need for greater use of drought tolerant landscaping.

   La Verne has not realized its potential for outdoor living opportunities by encouraging outdoor uses and construction that utilizes local climate.

5. **Architectural Quality.** La Verne's design review process has discouraged innovation by presenting a limited number of architectural choices. Buildings have been inappropriately scaled, massed, and site planned for pedestrian activity. Design review processes have been inconsistent, resulting in mixed quality. Design review processes have encouraged paste-on design solutions to make up for poor massing, uninviting site plans, and disunity in building design. Contemporary development frequently lacks human scale.

6. **People Oriented Design.** Many commercial and industrial projects are not pedestrian-oriented. They abandon the pedestrian to the automobile. Many commercial and industrial projects are massed in a formal and uninteresting manner which discourages human scale. Many projects do not provide sufficient visual interest in color, plane, massing, landscaping and lighting. Many projects do not relate to either the street or surrounding properties in a meaningful way. They discourage both pedestrian and vehicular access. La Verne is crisscrossed by edges which artificially divide streets and neighborhoods.

   We have not taken advantage of our environment to require indoor, outdoor, and combination people spaces.

7. **Gated Communities.** Gated communities have proliferated throughout La Verne in response to the market needs of developers.

These gates have also proven controversial to those who live near them. Some gates have been installed for reasons that serve the community, such as to reduce through traffic. Others, on the other hand, serve to isolate neighborhoods. At the same time there are some safety benefits experienced by those who live in gated neighborhoods.

8. **Wireless Communications Facilities.** It is expected that thousands of additional wireless communications facilities will be proposed nationwide. Already, we have had inquiries by numerous wireless communication providers regarding possible locations for their communications networks. Although unsubstantiated, there is speculation that these facilities may have potential impacts on human health as well as the obvious aesthetic impact on communities.

   The City has a general policy addressing locations and application review for proposals; however, no adopted standards have been adopted into code.

Issues, Goals & Policies

The following goals and policies address design issues in our community.

ISSUE: 1 Small Town Character

La Verne is distinguished by its history and its people; however, La Verne is in danger of losing its small town character to incompatible or noncomplementary development and many properties lack proper maintenance. The City is slowly losing its links to its cultural heritage which has influenced its form. Freeway design and new development locating along the 210 Freeway corridor will change the character of our neighborhoods.

In addition, proposed development in surrounding unincorporated areas tend to be environmentally insensitive and inconsistent with the quality demanded by La Verne residents.

GOAL: 1 PROTECT OUR SMALL TOWN CHARACTER.

POLICIES: *We shall:*

1.1 Preserve our historically and architecturally significant sites and buildings.

IMPLEMENTATION MEASURES:

a. Encourage property owners to renovate or restore significant structures through Redevelopment Agency assistance and incentives.



Key Regional Community Design Policies

The following regional plan goals are adopted by La Verne. As is the case throughout this general plan, the policies have been edited and restated in plainer English for our citizens:

GOAL: To provide and maintain the individual character of San Gabriel Valley communities.

POLICIES:

- ☑ Encourage new development to respect its context including natural and physical features, thereby being compatible with the scales and styles traditional to the area.
- ☑ Support revitalization of depressed and deteriorating areas.
- ☑ Improve the subregion's image and appearance through a combination of design guidelines, public investment, and private incentives.

b. Promote the protection and enhancement of design features characteristic of historic La Verne, including street trees, gardens, river rock walls, and healthy trees on existing lots.

c. Approve new development and renovations of existing buildings only in connection with a "rehab right" strategy: that is, rehabilitation which uses only materials, architectural details and design techniques compatible with La Verne's architectural heritage.

1.2 **Ensure that new development and renovations respect the neighborhood character.**

IMPLEMENTATION MEASURES:

a. Require development landscape plans to complement neighboring lots and buffer adjoining land uses; and soften the variation in size, setback area, and/or architectural character of buildings on nearby parcels.

b. Require that these design elements be consistent with the surrounding neighborhood:

- MASSING- the relationship between size and bulk of building parts.
- FENESTRATION- the placement of windows and doors.
- SETBACKS- minimum yards.
- COLORS, MATERIALS, and DETAILING.

c. Improve the character and image of the civic center complex through these site plan and landscape guidelines:

- Observe the same development standards imposed on private development.
- Incorporate the principles of the *Foothill Boulevard Specific Plan* requiring that streetscape treatments at the corner of Foothill Boulevard and D Street be designed to emphasize the civic center's importance.
- Require pedestrian improvements to the intersection of "D" Street and Foothill with any new development.
- Improve "D" Street to direct focus south to downtown Lordsburg.

d. Integrate Brackett Field into the neighborhood design by insisting that:

- New development include peripheral landscaping and pedestrian and cycling paths along Fairplex Drive,

the westerly extension of McKinley Avenue from Fairplex Drive, and Puddingstone Drive.
- New development at Brackett Field be consistent with the *Industrial Specific Plan*.
- Illegal signs be removed; and existing legal non-conforming signs, amortized and removed.

e. Require that new subdivisions contribute to the surrounding neighborhood by incorporating:

- Variety in architectural styles.
- Interior circulation with landscaped greenbelts surrounding them.
- Curvilinear street and site design.
- Parkways placed outside of the public sidewalk immediately adjoining the curb.
- Inward facing development fronting a collector streets or arterials to protect residents form traffic nuisance. Subdivisions shall not be allowed to front along major arterials.
- Avoidance of walled communities altogether; but where they are allowed, require perimeter treatment of fully landscaped decorative walls, varied in plane and texture to avoid monotony. Gates shall not be permitted as a trade-off for private streets or other maintenance costs.
- Meandering greenbelts along, and connected to, trails, collector streets, environmental areas, or other features.
- Deflected or low profile ornamental street lighting approved by the Community Development Department to prevent spillover into public view.
- Project entry signs.
- Enhanced project entries with architectural, landscape and hardscape elements.
- Individual design elements to add variety to the neighborhood.
- A minimum 25-foot landscape area between the project wall and face of curb.
- Circular or hammerhead driveways on in-fill lots along major arterials.

f. Practice defensible space planning strategies to create safe and secure environments that discourage crime.

g. Encourage all municipal structures and public works to demonstrate the same compliance with the design standards expected of private individuals.

☑ Preserve and highlight unique features of the San Gabriel Valley.

☑ Encourage the environmental and aesthetic qualities of projects in adjacent unincorporated areas to conform to the same standards as established by the cities.



h. Require preservation and maintenance of existing trees.

i. Require replacement or infill street trees to be consistent with the city designated street tree.

j. Encourage fences to be used as defining elements that protect security but do not detract from the appearance of streets, alleyways, channels, and other facilities. The City shall:

- Encourage the use of decorative fence patterns (split rail, picket, rustic) to establish street character along equestrian trails, collector streets, and at project entrances.
- Discourage the use of chain link and barbed wire. Where necessary, they shall be densely planted with shrubs to screen their appearance.
- Prohibit razor-wire fencing.

1.3 **Protect and plan complementary mixed uses in our older neighborhoods.**

IMPLEMENTATION MEASURES:

a. Discourage spot zoning and incompatible land uses within our neighborhoods.

b. Encourage creative mixed use development where zoning permits.

c. Encourage a variety of *compatible* uses within walking distance of residential neighborhoods.

(This may be accomplished by encouraging master planned, mixed use projects that incorporate the basic range of uses, facilities, and services necessary for the neighborhoods to sustain themselves.)

d. Consider mixed use projects only when accompanied by a design program demonstrating that an innovative urban village concept can be created.

e. Incorporate the tenets of New Urbanism into projects within our community:

- Stress old town values of community, accessibility and diversity.
- Promote design that incorporates concentrated densities, mixed uses and housing types, mass transit, narrow landscaped streets, greenbelts, downtown revitalization and adaptive re-use, and civic centers.
- Discourage urban sprawl, big lawns, cul-de-sacs, streetside

garages, large parking lots, and bright streetlights.

1.4 **Recognize the aesthetic and functional value of alleys.**

IMPLEMENTATION MEASURES:

a. Require new projects to include improvements necessary for the upgrade of adjacent alleys.

b. Encourage projects that do not abandon the alleys, but rather seek to refine their appearance and function with landscaping, textured paving, rear facade treatments, parking and loading.

c. Provide incentives for property owners to keep their alley frontage in good repair or to do major improvements.

d. Allocate funds for alley improvements.

1.5 **Promote neighborhood conservation.**

IMPLEMENTATION MEASURES:

a. Require new development to maintain landscape areas subject to precise plans.

b. Encourage proper tree pruning and discourage the "topping" of trees, which cuts the branches back severely and leaves little foliage.

c. Encourage additional street tree planting and landscaping in and around the existing, older mobile home parks of South La Verne.

Any alterations proposed under the mobile home park ordinance shall include landscape measures to soften and enhance the appearance of these important residential areas.

d. Expand the City's standard list of conditions to include exterior building maintenance as a condition of precise plan approval.

e. Provide incentives and opportunities for downtown owners and tenants to improve their buildings in accordance with the *Lordsburg Specific Plan*.

f. Encourage development which protects and improves the integrity of South La Verne's most isolated residential areas: Puddingstone Village, Sierra Way east of Monmarte, Walnut Street, and mobile home parks.



g. Encourage repair and maintenance of residential units through the development of a property maintenance ordinance and implementation of the City's Housing Chapter.

h. Expand our housing programs to provide additional funds for housing rehabilitation in south La Verne.

Consider other options including neighborhood housing services programs, tool banks, and self-help housing options.

i. Encourage proper maintenance of mobile home parks.

j. Assist homeowners where possible to maintain the existing housing stock of Foxglen.

This assistance may include:

- A tool bank.
- Rehabilitation loans and grants.
- Neighborhood housing services.
- A neighborhood association.

1.6 Protect neighborhood character along the 210 Freeway corridor.

IMPLEMENTATION MEASURES:

a. Adhere to the 210 Freeway policies of the Transportation Chapter.

b. Require that projects adjoining freeway right-of-way:

- Be oriented away from the freeway.
- Receive full architectural treatment on the freeway side, including:
  - Variation in plane and texture.
  - Variation in door and window treatments.
  - Architectural accent through use of trim materials, accent color, pop-out and recessed relief details.
  - Concealment of roof equipment
  - Mature landscaping in a belt along the freeway right-of-way.
- Prohibit pole mounted ground signs for freeway commercial advertising.
- Incorporate sound walls and backdrop landscaping.

c. Work with Caltrans to ensure that public improvements help to smooth the transition between freeway and community through:

- Attractive freeway landscaping.

- Overpasses with planted medians, enhanced hardscape and minor entry signs.
- Overpass undersides that are scored, tiled, landscaped, or enhanced.
- Public art, as reviewed and permitted by City Council and Caltrans.
- Freeway crossings and ramps surface treatment of architectural and structural concrete, attractive balustrades and restrained overpass lighting.

d. Prohibit the indiscriminate placement of freeway directional, traffic and street identification signs, and similar devices that creates visual blight or confusion.

e. Require freeway signs to be the standard, Caltrans-installed type, indicating the availability of food, gas, lodging, or other services.

f. Establish loan, grant, or other programs to landscape adjacent residential lots.

1.7 **Monitor neighboring development in unincorporated areas.**

IMPLEMENTATION MEASURES:

a. Use the environmental review process to ensure that the environmental and aesthetic qualities of projects in adjacent unincorporated areas meet the same standards expected of La Verne projects.

b. Monitor all adjacent development, including tract map approvals.

c. Ensure that developments are designed and conditioned to protect the surrounding neighborhood.

d. Review and coordinate with the county all development adjacent to the city boundaries to ensure development is compatible with La Verne.

e. Implement our existing memorandum of understanding with the City of Claremont to ensure environmental protection in the highlands adjoining the City's boundaries.



ISSUE: 2 Greening of La Verne

The loss of natural, open spaces detracts from La Verne's environment. Mature trees, which profoundly influence the character of La Verne's streets and natural hillsides, are in danger of being lost.

Development has reduced natural areas and introduced hard paved surfaces lacking adequate landscaping needed to screen structures, soften barren parking areas, and enhance public spaces.

GOAL: 2 PROMOTE THE GREENING OF LA VERNE.

POLICIES: *We shall:*

2.1 Enhance our treescape.

IMPLEMENTATION MEASURES:

a. Require street tree plantings be mature and dense enough to shade and beautify adjacent areas within 10 years of growth. Street tree selection shall consider the use of tree varieties already found along the street and those listed in TABLE CD-a: Arterial Street Tree Selection.

b. Require strict adherence to the city's *Landscape Design Guidelines & Standards*, which prescribes specific procedures for achieving the following:

1. Boulevard Trees (broadly defined as those streets shown on MAP T-1) shall be:

   - Formally massed to promote a rhythmic, ceremonial appearance (SKETCH CD-2.9).
   - Selected from Table CD-1 for use along arterial streets.

2. Residential Streets Trees (local streets) shall be either:

   - Formally massed to produce a steady rhythm, or
   - Grouped informally to create an informal, naturally wooded street appearance.

3. Hillside Street Trees (hillside areas and scenic routes shown on MAP RM-5)) shall be planted:

   - Wherever a hillside street adjoins a canyon, ravine, or other visible feature.
   - To provide both a canopy at street level and a dense screen when viewed from below.
   - To reduce the visibility of cuts and fills through backdrop landscaping.
   - In clusters to give a natural appearance.
   - Of varied species, where trees are not aligned in formal "rows."

- With native species which will blend with the surroundings.

4. PARKING LOT TREES shall be:

- Subject to project conditions of approval which will address size, canopy, or other characteristics that make parking lots more inviting.
- Located to provide substantial shade.
- Mixed in size and canopy to provide substantial coverage of paved areas.
- Densely planted around the lot periphery; more importantly, special consideration shall be given wherever:

  - The periphery represents a change in land use from one type of land use to another;
  - The property in question faces or backs to a freeway;
  - Adjoining properties are of a different architectural style, character, or massing;
  - Landscaping is necessary to ensure the privacy of residents.

c. Develop a street tree planting and replacement program. Emphasis should be placed on the major streets (Wheeler Avenue, Baseline Road, Golden Hills Road, and Esperanza Drive).

d. Establish an incentive program so residents will replace diseased or dead trees.

e. Require that land use designations for the remaining groves and tree farms be low density residential and compatible with the surrounding neighborhood.

2.2 **Provide adequate landscaping.**

IMPLEMENTATION MEASURES:

a. Beautify our streets through construction of the landscaped medians and improvements proposed on MAP CD-3. Medians shall include: plant material such as trees, shrubbery and turf or ground cover, river rock and decorative paving treatments, enhanced crosswalk paving, and decorative street signs.

b. Require new developments along major streets scheduled for median construction to provide medians adjacent to the development.



c. Require landscaping to conceal exposed side walls and be designed to provide continuity in streetscape from one lot to the next when buildings are arrayed at different setbacks from the street, regardless of different zones or land use classifications. SKETCH CD-4 illustrates this concept.

d. Require a dense screen of trees, shrubs, and ground cover to create a buffer and transition between conflicting land uses.

e. Require formal landscaping along Wheeler Avenue, Golden Hills and Esperanza Drive to strongly reinforce edge characteristics. Stephens Ranch Road shall remain informal.

f. Incorporate formal landscaping to emphasize the importance of the edges along Wheeler Avenue, Foothill Boulevard, Base Line Road, Bowdoin Avenue, 210 Freeway right-of-way and the flood control channels.

g. Require new development to emphasize areas of edge crossing through use of special paving and clustered informal tree and shrub plantings.

h. Require new development do the following to reduce the harsh visual impact of parking lots:

- Berm or depress parking lot grade.
- Use walls and landscaping that are high enough to conceal car grillwork.
- Break up paved parking areas with landscaped belts.
- Connect planters to break up wide expanses of paving.

i. Require new developments along Foothill Boulevard, Baseline Road, Wheeler Avenue and Fruit Street to vary landscaping textures.

j. Use transitional landscaping along Foothill Boulevard between Baseline Road and Canyon View Drive to connect Foxglen to the rest of the city.

k. Tie the oak trees on the property at the corner of Baseline and Foothill into the Foothill landscaping scheme.

l. Require all new construction adjacent to a flood control channel or wash to advance a "greening" of the channel through creative planting.

m. Require all new construction and street improvements adjacent to railroad right-of-way to incorporate a screen of decorative walls or view fences with variation in plane, texture, and landscape treatment on the exposed side.

n. Encourage private gardens and promote their contribution to our landscape.

2.4 Preserve our existing trees.

IMPLEMENTATION MEASURES:

a. Require tree preservation plans with all development.

b. No development shall be approved which removes greater than a quarter of the trees from a proposed development site.

c. Preserve all our significant stands of native, protected and heritage trees as illustrated on MAP CD-3 and MAP RM-7, and described below:

- HERITAGE TREES are those associated with a historic event or place; historical figures; or which are so large, so unusual or so rare as to be considered significant by the Council. Special care shall be taken to protect the collection of *Cedrus deodora* (decor cedar) trees along Third Street and camphor trees along Bonita Avenue.
- SIGNIFICANT TREES are defined by species, size and location, as described in our Tree Preservation Ordinance.
- NATIVE and PROTECTED TREES and shrubs are listed in TABLE CD-d.

d. Map all heritage and significant trees and document health condition.

e. Require that trees be retained by limiting grading around drip lines; constructing retaining walls; and relocating trees; both in yard areas and open space areas.

f. Require that all trees permitted for removal be replaced by a ratio of four-to-one.

g. Maintain full compliance with our Tree Preservation Ordinance, which specifies the exact terms, provisions and conditions under which significant trees shall be preserved and/or removed.



ISSUE: 3 Distinctive Development

La Verne lacks a strong image both downtown and along its perimeters. Community design issues in the downtown have not been linked sufficiently to economic development goals. La Verne has a fine collection of landmarks, both natural and man-made, which the City's design policies have not capitalized upon.

GOAL: 3 MAKE LA VERNE DISTINCTIVE.

POLICIES: *We shall:*

3.1 Revitalize downtown Lordsburg.

IMPLEMENTATION MEASURES:

a. Promote Lordsburg through merchant promotions, merchandising, beautification programs and marketing.

b. Implement the *Lordsburg Specific Plan* design standards.

c. Develop a unified streetscape program emphasizing the downtown's historic role. (SKETCH CD-8) including:

- Amenities such as street trees, landscape planters, ornamental lighting fixtures, textured paving, public places, and colorful plantings.
- Physical improvements, including building maintenance; construction of uniform trash collection units; facade renovations fitting with the architectural character of Lordsburg.
- Parking lot improvements, including enriched paving, lighting and landscaping consistent with the character of Lordsburg.
- Street lighting should reflect the historic theme and character of our downtown.
- A comprehensive design assistance program offering merchants workshops and design studios addressing new construction, renovation, and the art of generating architectural excitement in commercial projects.

d. Encourage remodeling and new structures that complement the original architectural traditions of Lordsburg through:

- Consistency with the architectural styles of commercial brick vernacular, classical business block, beaux-arts revival, and zigzag modern, or contemporary interpretations of these or similar styles.
- Consistency in height, bulk, massing, and setback with Lordsburg.

- Removal of existing false facades to expose original brick wall textures, rather than construction of new fronts.
- Incorporation of design elements such as theme banners, reduced setbacks, pergolas, kiosks, and colorful awnings and plantings to create a lively street scene.
- Cleaning and maintenance of facades, awnings, sidewalks, and flower beds.

e. Require that new development and landscaping along Arrow Highway be visually connected to the historic downtown through:

- Landscaping of the minor portal at D Street railroad crossing.
- Consistent planting of street trees to emphasize the downtown entry.
- Entry monument and directional signs encouraging the traveler to turn onto D Street.

f. Develop a beautification awards program in partnership with local organizations.

3.2 **Provide uniform entry statements distinctive to La Verne.**

IMPLEMENTATION MEASURES:

a. Develop a uniform streetscape program that emphasizes the entrances to our community through the following design strategies:

1. MAJOR PORTALS designated on MAP CD-1, are high-volume intersections that serve as significant city entry points that set the tone for visitors and residents alike. Major Portal design shall include one or more of these elements (See SKETCH CD-9):

- Landscaped median.
- Low-rise monument sign surrounded by flowers, shrubs and trees.
- Enriched, textured paving at intersections;
- A water element (reflecting pool, fountain, or cascade).
- Amortization and removal of existing, nonconforming signs.
- Sensitive lighting treatments.
- Plantings and materials familiar to the area: river rock, rough hewn wood, tile, flowering trees (citrus, crepe myrtle, and jacaranda), historically significant trees (deodar, oak).



- Undergrounding of utility lines.
- Public art element, historically/culturally relevant to the community site.

2. MINOR PORTALS designated on MAP CD-1, carry more local traffic than regional. Minor Portals should be treated with:

   - Landscaped median;
   - Landscape treatment surrounding a city boundary marker;
   - Consolidation and limitation of traffic, service club, and other signs to the minimum necessary for safety.

3. NEIGHBORHOOD PORTALS (See SKETCH CD-10) are entries to individual and identifiable project areas, whether residential, commercial, industrial or institutional in nature that require the following actions:

   - Develop unified entry statements for new, redeveloping and historic or distinctive developments by incorporating textured paving, coordinated monument signs and landscaping. Design directional and on-site signs to aid the motorist and pedestrian.
   - Design signs to blend with the environment and provide identification only.
   - Enhance and add directional signs for neighborhoods along Wheeler Avenue, Golden Hills Road, Stephens Ranch Road and Esperanza Drive.
   - Design a uniform identification program for water courses, parks and trails, golf courses, open space areas, the Marshall Canyon Wilderness area and other public facilities.
   - Require hillside developers to provide routed wood signs to identify trail heads. Street-side parking will be provided in nearby City right-of-way to make the trails more widely accessible.
   - Require project entry signs in all new developments.
   - Require each project to have its own individual design elements that add variety to the neighborhood.
   - Use distinctive street signs to identify Foxglen as a part of La Verne.
   - Maintain consistent street lighting within neighborhoods.

4. COUNTY ISLANDS are identified on MAP CD-2. As isolated islands are annexed to La Verne, the City shall impose the following requirements on development:

- Plant street trees consistent with La Verne's image and character.
- Complete full street improvements as County islands along Damien Avenue are annexed or redeveloped.
- Plant Damien Avenue street trees per La Verne's street tree policy.

b. Require full adherence to the Sign Ordinance and project master sign programs in order to:

- Design signs that reflect the architecture, streetscape, and design characteristics of the property served.
- Develop, maintain, and observe master sign programs for all commercial and industrial centers.
- Incorporate ground sign landscaping to reduce visual height and impact from the street.
- Integrate ground sign location into landscape and site design, grounded by solid pedestals rather than posts.
- Achieve variety in ground sign shapes, massing, and architectural treatment.
- Present a professional image through the use of channel letters, reverse pan channel letters, illuminated routed wood signs, and similar techniques.
- Maintain historic integrity through the use of guild signs on older structures or under building canopies.
- Enforce the amortization of nonconforming signs.

3.3 Emphasize our existing landmarks.

IMPLEMENTATION MEASURES:

a. No development shall be permitted which blocks access to or views of significant architectural and historical landmarks identified in the Cultural Resources Chapter.

b. Encourage the adaptive reuse (see glossary) of existing structures. This means:

- Renovate building facades to reflect their historic character.
- Find new uses for historic or culturally significant properties, rather than demolishing them.
- Protect trees and preserve open space that contribute to the harmony and



context of the neighborhood landscape.

c. Design Arrow Highway development and landscaping to enhance the views of the University of La Verne, David and Margaret Home and Weymouth Filtration Plant.

d. Design Puddingstone Drive development and landscaping to protect views of the Brackett Field control tower, the single dominant airport element.

ISSUE: 4 **Natural Setting**

Past grading practices have scarred our scenic canyons and new development has resulted in the loss of specimen oaks, eucalyptus, and other trees that define La Verne's environmental character.

Homebuilders' desires to provide exciting views conflict directly with the City's desire to protect our scenic backdrop. Flood control installations have provided safety at the expense of North La Verne's environmental character.

GOAL: 4 **DEVELOP IN DEFERENCE TO OUR NATURAL SETTING.**

POLICIES: *We shall:*

4.1 **Design sensitive and subtle hillside development.**

IMPLEMENTATION MEASURES:

a. Uphold the **Hillside Development** policies of the **Land Use Chapter**.

b. Adhere to the standards of the Hillside Development Overlay Zone ordinance.

c. Require the following measures for all hillside development:

1. HILLSIDE SITING shall be sensitive to the environment:

- Prohibit "view" and ridgeline lots visible from the valley below.
- Limit development to flat mesas or gently sloping plains that can accommodate it without incurring visual or physical damage.
- Provide a view analysis for all development projects.
- Conceal the full building height, screen rooflines and preserve views from below through City approved grading practices.
- Minimize effect of grade change through split level buildings and uphill/downhill building siting.
- Determine project density by net developable area: that is, density

credit shall not be given for those portions of a development site having geologic, topographic, ecological or other constraints.
- Require a minimum lot size of 10,000 square feet (net).

2. HILLSIDE DESIGN shall incorporate architecture that melds itself to the topography rather than dominates it, by designing:

- Low clusters of units that consolidate open space.
- Custom units specifically designed to site terrain.
- Low, horizontal profiles with rooflines parallel to the slope rather than intersecting it.
- Massing and proportions consistent with the topography and neighborhood.
- Asymmetrical massing, with horizontal proportions far greater than the vertical.
- Outdoor features associated with California's climate and geography: outdoor patios, automobile courts, colon-nades, and water elements.
- Passive solar orientation and features; use of passive solar technology and overhangs to create shade.
- Architecture that incorporates the natural limitations identified by the constraints analysis into its design.
- Natural materials complementary to the landscape, such as creek rock, clinker brick, heavy wood timbers, glazed and unglazed tile.
- Earthen tones complementary to the natural landscape.
- Low height and intensity street lighting and underground utilities to minimize the visual impact.

3. TREES AND VEGETATION shall consist of the following heavy backdrop landscaping reduce erosion and present a natural, undisturbed appearance:

- Drought-resistant landscape plantings emphasizing plants found on TABLE CD-2.
- Existing stands of protected significant trees and vegetation, including the species identified in TABLE CD-4 and deemed significant by the City landscape architect upon development application review.
- Fuel modification programs that provide fire



perimeter protection greenbelts and protect important natural resources.
- Comprehensive tree preservation and long-term maintenance programs.

4. WATERCOURSES, FLOOD CONTROL CHANNELS, and other WATERWAYS shall be greened and enhanced to make their appearance and function as natural as possible through these measures:

- Sensitive grading, complementary planting techniques, and landscape treatments designed to conceal fencing.
- Transitional landscaping at street crossings provided by adjoining development.
- Integrate pedestrian amenities: riding and hiking trails, scenic corridors, linear parks, greenbelts, and other landscape features. The developer of a proposed project should consider not only the landscape and cross section of such facilities, but show how they can be interconnected with other elements of our trail and street systems.
- Treatment at public street crossings with a combination of river rock, landscaping, decorative fencing, and pedestrian/equestrian trails. The City will require watercourses to be left in their natural states. These watercourses will not be altered or bridged, except where required for public safety.
- Trails will be created and maintained along the natural riparian watercourses.

5. NATURAL RECREATIONAL OPEN SPACE shall be maintained and connected to existing natural resources through:
- Hiking and equestrian trail system improvement.
- Siting and designing hillside parks and recreational open space to take advantage of valley views.
- Design area roads to provide views of the valley below, allowing for limited view areas that minimize the roads' visual impact on the valley.
- Post forest fire prevention signs of the Smokey the Bear type at trail heads.

ISSUE: 5 Architectural Quality

La Verne's design review process has discouraged innovation by presenting a limited number of architectural choices and the design review processes have encouraged paste-on design solutions to make up for poor massing, uninviting site plans, and disunity in building design. Buildings have been inappropriately scaled and massed, and site plans have not provided adequate pedestrian amenities.

Design review processes have been inconsistent, resulting in mixed quality and developments lacking human scale.

GOAL: 5 IMPROVE ARCHITECTURAL QUALITY OF LA VERNE DEVELOPMENT.

POLICY: *We shall:*

5.1 Encourage architecture that is innovative in form and function.

IMPLEMENTATION MEASURES:

a. Require strict adherence to zoning, specific plan, master plan and city design standards and guidelines.

b. Require architectural review and approval of all developmental precise plans, using the following general design criteria:

1. ARCHITECTURE shall begin with intelligent site design that varies building orientations, massing, proportion and horizontal and vertical planes will vary to provide visual interest Full architectural treatment is required of all sides of buildings and shall incorporate the following:

- Modern interpretations of Arts-and-Crafts movement, California bungalow, stick, shingle, period revival, Mission Revival and Spanish Colonial Revival influences consistent with Southern California architectural traditions.
- Subtle hillside neighborhoods using natural building forms and materials typical of the historic foothill citrus belt communities.
- Creative site planning in flatland and multiple neighborhoods making use of patio homes, zero lot line units, planned unit "cluster" developments, attached townhouse products, and auto courts.
- New and innovative commercial and industrial building style, treatment, massing, and finishes.



- Varied planes and textures; natural rather than manufactured finishes; and variety in window and door treatments.

2. FACADE TREATMENTS shall have full architectural treatment, whether facing the street, rear or side property line. Facade design should anticipate:

   - Shadow play through the use of deeply recessed or projecting features, including pop-out window masses, built-up relief details, cornices, trim, recessed windows and entrances;
   - Variation in roofline and parapet treatments to create visual interest.
   - Fully defined architecture on all facades facing freeway rights-of-way and public streets, including window and door architectural details and emphasis landscaping.

3. ROOFS AND PARAPETS design shall be an integral to project design with treatment that includes:
   - Strong geometry, varied and staggered to increase visual interest.
   - Concealed rooftop equipment.
   - No paste-on roof treatments relieving unadorned rooflines.
   - Low-rise, varied and horizontal roof character.

c. Require that service station, car wash, and drive-through business design shall:

   - Revolve the service station or drive-through elements so that the bays and drive through aisles face inward (away from the street), with landscaping surrounding the unit along its street frontages.
   - Provide installation of trees and landscaping not only along the periphery but also adjoining the canopies, drive through aisles and queuing (waiting) areas.
   - Include full architectural treatment on all sides.
   - Provide pedestrian amenities (waiting and refreshment areas shaded from the sun).

5.2 **Ensure adherence to adopted specific plans and master plans of development.**

IMPLEMENTATION MEASURES:

a. Adhere to our zoning standards and regulations for specific plan areas, master plan areas, and special overlay zones and districts.

b. Plans shall incorporate development concepts, applicable zoning and overlay standards and conclusively demonstrate conformance with our general plan.

c. In these neighborhoods, design shall conform to the separate design standards found in the respective specific plans and institutional master plans.

d. Require specific plan approval for developments greater than 10 acres gross.

e. Require neighborhoods similar in natural and manmade character be addressed separately by specific plan policies (See TABLE LU-6).

f. Require current master plans for all institutional development to ensure neighborhood compatibility and self-sufficiency.

g. Require all institutional master plans to be consistent with our general plan.

ISSUE: 6 People Oriented Design

Many commercial, industrial and residential projects are not pedestrian oriented abandoning the pedestrian to the automobile. Such projects are often massed in a formal and uninteresting manner that discourages human scale and pedestrian and vehicular access.

GOAL: 6 ENCOURAGE PEOPLE ORIENTED & SENSITIVE PROJECT DESIGNS.

POLICIES: *We shall:*

6.1 Design people oriented project sites.

IMPLEMENTATION MEASURES:

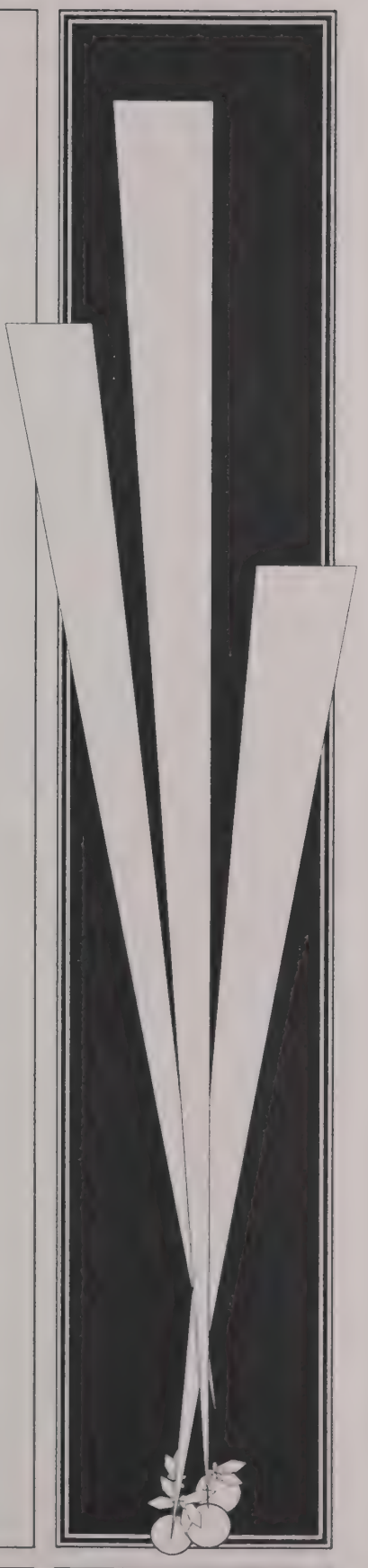
a. Require people oriented elements in project development and redevelopment by designing so that:

1. SITE PLANNING varies building placement.

2. SCALE is brought down to a human scale by breaking up massive buildings into smaller parts at the street and pedestrian levels.

3. STREETS are developed to assist rather than alienate pedestrians through these measures:

- Design curvilinear streets for residential areas.
- Incorporate street trees along all streets, of species that provide sufficient canopy to shade the street and bring the edges closer together.



- Require that utilities be undergrounded and be located outside of the pedestrian path on all major new development. The City shall continue to pursue funding sources for undergrounding of utilities in existing areas, especially Arrow Highway, Foothill Boulevard, Fairplex Drive, Bonita Avenue, and other major streets.
- Locate public utilities (transformers, etc.) outside of the pedestrian path.
- Use textured paving to define pedestrian crossings wherever possible.
- Design walled projects (including gated communities) to enhance streetscape:
  - Vary walls in plane, texture, materials and colors.
  - Use greenbelts, vine pockets, and similar landscape techniques.
  - Curve walls and meander sidewalks along project peripheries.
  - Vary setbacks and front wall planes behind their established setback.
- Design adjoining projects to maximize potential interconnections and pedestrian connections through gateways, walkways, and directional signs.
- Provide pedestrian amenities along the Foothill Boulevard right of way and within the new development center.
- Provide bus turnouts and deceleration lanes, assuming some responsibility for the development's generation of traffic impacts and flow along Foothill.
- Place the planted parkway adjacent to the curb rather than next to the property line inside the sidewalk in residential and Boulevard projects.

4. LANDSCAPING incorporates mature plantings into commercial projects to define and emphasize entrances, including those facing parking lots. Landscaping shall be installed prior to completion of the first building phase for the entire project, including all vacant land, on the following types of projects:

   - New specific plans.
   - Future development carried out under existing specific plans.
   - New commercial and industrial projects exceeding five acres total, re-

gardless of the size of individual parcels within the development plan.

5. WALKWAY LANDSCAPING enhances the pedestrian's appreciation of the environment through techniques such as these:

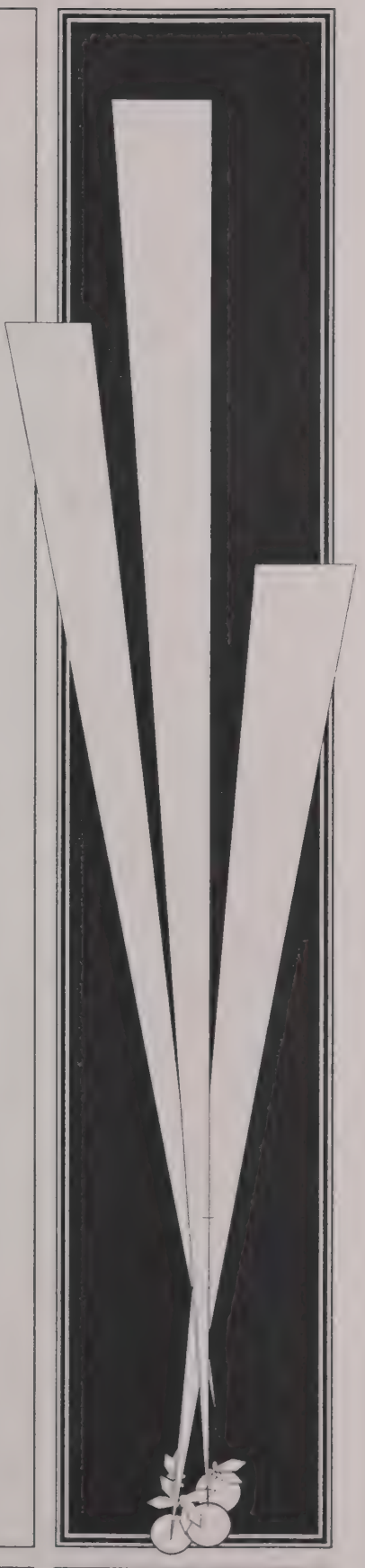
- Provide a landscape screen directly in front of major stores or anchor tenants greater than 15,000 square feet to improve the scale by visually lowering the building height and mass.
- Use enhanced paving treatments of varied textures at all project entries; wherever pedestrian crossings, plazas, or gathering areas are proposed; and as an accent feature to break up monotonous concrete walkways.
- Employ bollards and pedestrian-level accent lighting.
- Shade bus benches and other waiting areas from the sun. Each project shall incorporate at least one bus bench, taxi stop, or similar pedestrian area.

6. FLOOD CONTROL CHANNELS and washes are improved and integrated into adjoining projects through these measures (See Sketch CD-14):

- Provide pedestrian amenities to amenities connect the project to streets and neighborhoods across the wash, such as pedestrian bridges, gateways, linear greenbelts, and other design amenities.
- Streets, alleys, and driveways parallel to or crossing flood control channels shall incorporate peripheral landscape treatments.
- Advance a "greening" of the channel using dense, creative planting while maintaining an effective watercourse.
- Cover the channel or redevelop it with landscaping and design elements permitted by the Los Angeles Flood Control District.
- Encourage the use of right-of-ways as part of a countywide trail system.

7. PEDESTRIAN TRANSITION ZONES are developed around the project perimeter to integrate institutional master plans with surrounding uses.

- Encourage joint use public areas between the University and the downtown.





- Soften the harsh edge between the warehouse district and the downtown through a property maintenance ordinance and buffer landscaping.

6.2 Emphasize people places.

IMPLEMENTATION MEASURES:

a. Require pedestrian focus through amenities in project development and redevelopment by designing so that:

1. THEME ELEMENTS, such as listed below, are incorporated into all major commercial development projects to distinguish them from other development, foster individuality, and promote gathering opportunities:

- Outdoor cafes
- Patios and plazas
- Gateways
- Water elements
- Kiosks
- Booths
- Flag courts
- Amphitheaters
- Gardens
- Outdoor markets
- Trellises and arbors
- Colonnades and arcades
- Bell towers
- Carillons
- Theme towers
- Gateways
- Galleries
- Clerestories
- Public Art
- Shop Entrances
- Nodes
- Bikeway Connections
- Outdoor Seating
- Landscaping

2. PEDESTRIAN FOCUS is established in all commercial projects in the following manner:

- Incorporate direct walkways across parking lots, connecting buildings with streets and bus shelters.
- Integrate and enhance isolated rear parking lots through either mid-building pedestrian access or fully treated rear entrances. Delivery areas shall be separated from pedestrian areas.
- Include internal features, separate from traffic, and designed with visual and social elements that can draw the pedestrian from on area to another.
- Shorten pedestrian crossing distances through pinched curbs.
- Protect pedestrians through bollards and defensible space landscaping.

- Provide inviting pedestrian walkways, including those directly under building canopies, through these techniques:

  - Banded or textured paving
  - Turf block areas
  - Rest areas
  - Pavilions or bandshells
  - Outdoor dining
  - Theme plantings
  - Bollards and kiosks
  - Canopies with projecting trees
  - Vined trellises and arbors

- Provide shade structures both within projects and along adjoining streets. These structures should be planted with a combination of trees, vines and shrubs and may include:

  - Pergolas
  - Trellises
  - Arcades
  - Verandas
  - Colonnades
  - Bus Shelters
  - Awnings
  - Porches

- Incorporate bus shelters into all new and redeveloping commercial and industrial projects, and in all developments fronting major highways as defined by the Transportation Chapter.
- Provide street furniture, bus turnouts, textured paving and inviting landscaping to make Foothill more "pedestrian friendly" and separates people from automobile traffic.

b. Require project designs to incorporate senior citizen rest areas along major streets consisting of benches and trash receptacles with signs placed in strategic locations to appropriately identify them.

ISSUE: 7 Gated Communities

Gated communities have proliferated throughout La Verne in response to the market needs of developers.

These gates have also proven controversial to those who live near them. Some gates have been installed for reasons that serve the community, such as to reduce through traffic; others, on the other hand, serve to isolate neighborhoods. At the same time there are some safety benefits experienced by those who live in gated neighborhoods.

GOAL: 7 SUPPORT GATED COMMUNITIES THAT BENEFIT OUR CITY.

POLICIES: *We shall:*

7.1 Establish gated community evaluation criteria.

IMPLEMENTATION MEASURES:

a. Support gated communities only when it can be shown that the community at large benefits from their installation, or when a significant public purpose is served.

b. Require that the following criteria for assessing the gate proposal be satisfied:

1. Reasons to Approve Gates:

- Gate installation is determined necessary to protect public safety due to some unique neighborhood feature that is more likely to attract crime or other apparent danger.
- Conventional security, defensible space and policing practice cannot satisfactorily address a crime problem unique to a neighborhood.
- The neighborhood, as a whole, supports development; and a significant segment of the community will not be excluded.
- Gates will prevent regional or commuter flows from passing through a neighborhood of local streets, or, the absence of gates may encourage unincorporated areas to develop prematurely.

2. Reasons to Reject Gates:

- Communities will be artificially divided.
- Neighborhood identities will be damaged or separated.
- Community accessible to significant community facilities will be threatened.
- Benefits are limited to the sense of exclusiveness or marketing profits.
- Gates are proposed as a trade off in exchange for providing needed public facilities.

(The Planning Commission has determined that the decision to employ gates should not be negotiated as a trade off for construction of private streets or other basic costs of development).

7.2 Establish gated community design and development standards.

IMPLEMENTATION MEASURES:

a. Require that public facilities be built to proper standards and not made a condition of negotiation for gates.

b. Maintain public access to public or quasi-public facilities.

c. Require that gates be designed to provide adequate ingress, egress, queuing (the "stacking" of cars at the gate so as not to create accidents), and access to public safety personnel.

d. Require gates and walls to be aesthetically pleasing and modest, and not dominate the street-scape.

e. Require that open space dedications be granted to a nonprofit conservancy created by our city to manage, rather than a homeowners association. This reduces HOA fees and the need to "protect its investment" behind gates.

ISSUE: 8 Wireless Communications Facilities

It is expected that thousands of additional wireless communications facilities will be proposed nationwide. ... Already, the City has had inquiries by numerous wireless communication providers regarding possible locations for their communications networks. Although unsubstantiated, there is speculation that these facilities may have potential impacts on human health as well as the obvious aesthetic impact on communities.

The City has a general policy addressing locations and application review for proposals; however, no adopted standards have been adopted into code.

GOAL: 8 ADVANCE TECHNOLOGY WITHOUT SACRIFICING COMMUNITY CHARACTER.

POLICY: *We shall:*

8.1 Plan telecommunications facility development.

IMPLEMENTATION MEASURES:

a. Develop standards and design guidelines for wireless communications facilities to be incorporated in the existing Antenna Ordinance.

b. Prohibit installation of cellular or other wireless communication facilities on residentially zoned land.

c. Require a conditional use permit for all requests for installation cellular or wireless communication facilities except in industrial zones where they shall be subject to precise plan review.



d. Require variances for all proposed antenna structures that exceed the maximum permitted height limits of the zone where it is proposed.

e. Require all antennas, towers and facilities to undergo a precise plan review.

f. Require all antennas, towers and facilities to be architecturally designed to be complementary to the surroundings.

   This may include design and construction of structures to completely house or encase the antennas or towers where it may be necessary (i.e. buildings, tower elements, etc.) as determined by the City.

g. Require all wireless communications facilities including antennas, towers, support structures and accessory buildings to be screened, concealed, and or disguised to the extent necessary to blend with nearby structures and neighborhoods.

h. Require all facilities to have an approved landscape plan which provides a high level of screening compatible to surrounding areas and land uses.

i. Require project alternatives to include collocation of telecommunications facilities and/or sites.

j. Prohibit telecommunication monopole facilities within the freeway corridor.



Community Design Reconnaissance Map



Nodes

1. Marshall Canyon Golf Course
2. Sierra La Verne Country Club
3. Recreation Park
4. Las Flores Park
5. Kuns Park
6. Foothill/Wheeler Avenues
7. Foothill/White Avenues
8. D/Third Streets
9. L.A. County Fairgrounds

Landmarks

10. Live Oak Reservoir
11. Lewis Mansion
12. Leroy Boys Home
13. Weymouth Filtration Plan
14. La Verne Cemetery
15. Methodist Church
16. David & Margaret Home
17. Brethren Church
18. ULV Student Centers
19. Carrion Adobe
20. Brackett Field

Generators

21. City Hall/ Library
22. Bonita High School
23. Damien High School
24. Lutheran High School
25. Public Safety Facility
26. University of La Verne

Major Portals

Minor Portals

Edge

Path

Potential Rehabilitation Area

Scenic Areas

Source:
La Verne Community Development

Neighborhood & County Island Map



- Sphere of Influence
- Neighborhood Boundaries
  - 1 North La Verne Hillside
  - 2 North La Verne
  - 3 Northwest La Verne
  - 4 Foxglen
  - 5 Foothill Corridor
  - 6 West La Verne
  - 7 Lordsburg
  - 8 South La Verne
- Gated Community

Source:
La Verne Community Development

Community Design Plan



Civic Center

Lordsburg District
historic architecture, cultural resources, streetscape & design standards

Gateway
entry monuments & landscaping

Landscape Enhancement
streetscape & design. proposed landscape medians:

1. Baseline Road
2. Arrow (East of "E" Street)
3. Arrow (East of Maramonte)
4. Bonita (West of Damien)
5. Wheeler Avenue
6. San Dimas Canyon Road (between Arrow to Route 30)
7. Fruit Street

Freeway Enhancement
design, lighting, medians, landscape buffering & public art

Greening Strateches
new tree planting & heritage tree protection

Native Tree Preservation

Ecological Areas

Source:
La Verne Public Works, La Verne Community Development

Arterial Street Tree Selection

EAST/WEST STREETS

Arrow Highway

Medians

Bauhinia variegata, Purple Orchid Tree
Calodendrum capense, Cape Chestnut
Erythrina crista-galli, Cockspur Coral Tree
Pinus pinea, Italian Stone Pine

Parkways

Liriodendron tulipifera, Tulip Tree
Ginko biloba, Maidenhair Tree

Baseline Road

Jacaranda mimosifolia, Jacaranda
Lagerstroemia indica, Crape Myrtle

Bonita Avenue

Cedrus deodara, Deodar Cedar
Liquidambar styraciflua, American Sweet Gum
Washington filifera, California Fan Palm

Foothill Boulevard

Jacaranda mimosifolia, Jacaranda
Liquidambar styraciflua, American Sweet Gum
Liriodendron tulipifera, Tulip Tree
Pyrus calleryana, Ornamental Pear

NORTH/SOUTH STREETS

B Street

Cinnamomum camphora, Camphor Tree
Chionanthus retusus, Chinese Fringe Tree
Fraxinius velutina, Arizona Ash
Gingo biloba, Maidenhair Tree
Prunus caroliniana, Carolina Cherry

Bradford Street

Chionanthus retusus, Chinese Fringe Tree
Plantanus racemosa, California Sycamore
Pyrus calleryana, Ornamental Pear

D Street

Cinnamomum camphora, Camphor Tree
Ginkgo biloba, Maidenhair Tree
Liriodendron tulipifera, Tulip Tree
Phoenix canariensis, Canary Island Date Palm

Emerald Avenue

Fraxinius velutina, Arizona Ash
Phoenix camariensis, Canary Island Date Palm

Fruit Street

Lagerstroemia indica, Crape Myrtle
Liquidambar styraciflua, American Sweet Gum

Wheeler Avenue

Liquidambar styraciflua, American Sweet Gum
Cinnamomum camphora, Camphor Tree

White Avenue

Liquidambar styraciflua, American Sweet Gum
Phoenix canariensis, Canary Island Date Palm

Williams Avenue

Plantanus racemosa, California Sycamore
Tabebuia chrysotricha, Golden Trumpet Tree

Esperanza Drive

Plantanus racemosa, California Sycamore
Quercus agrifolia, Coast Live Oak
Pinus eldarica, Mondale Pine

Golden Hills Road

Quercus agrifolia, Coast Live Oak

WATER CONSERVING PLANTS FOR HILLSIDE DEVELOPMENT

NATIVE PLANT EMPHASIS

PLANT GROUP		
TREES	Juglans californica	Southern California Black Walnut
	Plantanus racemosa	California Sycamore
	Quercus agrifolia	Coast Live Oak
	Quercus engelmannii	Engelmann Oak
LARGE SHRUBS	Ceanothus arboreus	Feltleaf Ceanothus
	Ceanothus crassifolius	Hoaryleaf Ceanothus
	Ceanothus 'Ray Hartman'	Ray Hartman Ceanothus
	Cercis Occidentalis	Western Redbud
	Cercocarpus betuloides	Mountain Mahogany
	Fremontodendron mexicanum	Southern Flannel Bush
	Garrya flavescens	Ashy Silktassel
	Heteromeles arbutifolia	Toyon
	Myrica californica	Pacific Wax Myrtle
	Prunus ilicifolia	Hollyleaf Cherry
	Rhamnus californica	California Coffeeberry
	Rhamnus crocea	Redberry
	Rhamnus crocea ssp. ilicifolia	Hollyleaf Redberry
	Rhus integrifolia	Lemonade Berry
	Rhus ovata	Sugar Bush
	Sambucas mexicana	Southern Elderberry
MEDIUM SHRUBS	Ceanothus 'Concha'	Concha Ceanothus
	Ceanothus 'Frosty Blue'	Frosty Blue Ceanothus
	Ceanothus griseus 'Yankee Point'	Yankee Point Ceanothus
	Ceanothus 'Joyce Coulter'	Joyce Coulter Ceanothus
	Lonicera involucrata	Twinberry
	Mahonia 'Golden Abundance'	Golden Abundance Mahonia
	Rhamnus californica 'Eve Case'	Eve Case Coffeeberry
	Ribes malvaceum	Chaparral Current
	Rosa californica	California Wild Rose
SMALL SHRUBS	Carpenteria california	Bush Anemone
	Mimulus species	Monkeyflower
	Galvezia speciosa 'Firecracker'	Island Snapdragon
	Iva hayesiana	Hayes Iva
	Penstemon cordifolius	Climbing Penstemon
	Penstemon species	Penstenmon
	Trichostema lanatum	Woolly Blue Curls
GROUND SHRUBS	Baccharis pilularis 'Pigeon Point'	Pigeon Pt. Coyote Bush
	Mahonia repens	Creeping Mahonia
	Ribes viburnifolium	Evergreen Currant

WATER CONSERVING PLANTS FOR HILLSIDE DEVELOPMENT

ORNAMENTAL PLANT MATERIALS EMPHASIS

		PLANT GROUP
Arbutus unedo	Strawberry Tree	TREES
Koelreuteria bipinnata	Chinese Flame Tree	
Olea europaea	Olive Tree	
Pistacia chinensis	Chinese Pistache	
Quercus ilex	Holly Oak	
Quercus virginiana	Virginia Live Oak	
Robinia ambigua 'Idahoensis'	Idaho Locust	
Schinus molle	California Pepper	
Schinus terebinthifolius	Brazilian Pepper	
Ulmus parvifolia	Chinese Evergreen Elm	
Cocculus laurifolius	Laurel-leaf Snailseed	LARGE SHRUBS
Elaeagnus pungens	Silverberry	
Jasminium humile	Italian Jasmine	
Jasminium mesnyi	Primrose Jasmine	
Myrtus communus	Common Myrtle	
Myrtus communus butifolia	Boxleaf Myrtle	
Myrtus communus varigata	Varicated Myrtle	
Plumbago auriculata	Cape Plumbago	
Rosa banksiae	Bank's Rose	
Tecomaria capensis	Cape Honeysuckle	
Westringa fruiticosa	NCN	
Xylosma congestum	Shiny Xylosma	
Alyogyne huegelii	Blue Hibiscus	MEDIUM SHRUBS
Arbutus unendo 'Compacta'	Compact Strawberry Tree	
Cotoneaster lacetus	Red Clusterberry	
Pittosporum tobira 'Variegata'	Varigated Mock Orange	
Abelia 'Edward Goucher'	Edward Goucher abelia	SMALL SHRUBS
Cistus hybridus	White Rockrose	
Cistus purpureus	Orchid Rockrose	
Cistus 'Sunset'	Mauve Rockrose	
Rosa species	Roses	
Salvia greggii	Autumn Sage	
Artemisia 'Powis Castle'	Powis Castle	GROUND SHRUBS
Lantana montevidensis	Trailing Lantana	
Lonicera japonica 'Halliana'	Hall's Honeysuckle	
Rosmarinus officinalis 'Prostate'	Prostate Rosemary	
Santolina species	Santolinas	

CD-3 Suggested Parking Lot Trees

Deciduous Trees	Albizia julibrissin	Silk Tree
	Brachychiton acerifolius	Flame Tree
	Calodendron capanese	Cape Chestnut
	Cercidium floridium	Blue Palo Verde
	Gleditsia triacanthos	Honey Locust
	Koelreuteria bipinnata	Chinese Flame Tree
	Liriodendron tulipfera	Tulip Tree
	Pyrus calleryana 'Bradford'	Bradford Pear
Evergreen Trees	Cinnamomum camphora	Camphora Tree
	Geijera parviflora	Australian Willow
	Eucalyptus sideroxylon 'Rosea'	Red Iron Bark
	Ficus microcarpa nitida	Indian Laurel Fig
	Pyrus kawakamii	Evergreen Pear
	Pinus pinea	Italian Stone Pine
	Schinus terebinthifolius	Brazilian Pepper

CD-4 Native & Protected Species

PLANT TYPE	EXISTING TREES AND SHRUBS TO PROTECT	
Trees	Cedrus deodara	Deodar Cedar
	Cinnamomum camphora	Camphor Tree
	Quercus agrifolia	Coast Live Oak
	Quercus engelmannii	Engelmann Oak
	Plantanus racemosa	California Sycamore
	Juglans californica	So. Calif. Black Walnut
	Eucalyptus spp.	Gums
	Ginkgo biloba	Maidenhair Tree
	Arbutus unedo	Strawberry Tree
Shrubs	Ceanothus	California Lilac
	Heteromeles arbutifolia	Toyon
	Fremontodendron 'Calif. Glory'	California Glory
	Echium fastuosum	Pride of Madeira
	Eleagnus pungens	Silverberry
	Prunus ilicifolia	Hollyleaf Cherry

NATIVE TREES

Alnus rhombifolia	White Alder
Juglans californica	So. Calif. Black Walnut
Plantanus racemosa	Ca. or Western Sycamore
Quercus agrifolia	Coast Live Oak
Quercus engelmannii	Engelmann Oak
Acer macrophyllum	Big Leaf Maple

Also, the following shrubs may reach the status of small trees (to 30'). They make valuable contributions to slope stability, erosion control, and wildlife, especially native birds.

Heteromeles arbuifolia	Toyon
Quercus dumosa	Scrub Oak
Rhus laurina	Laurel Sumac
Salix lasioepis	Arroyo Willow
Sambucas mexicana	Southern Elderberry

HISTORICALLY SIGNIFICANT TREES

Cedrus deodara	Deodar Cedar
Cinnamomum camphora	Camphor Tree
Quercus agrifolia	Coast Live Oak
Quercus suber	Cork Oak
Plantanus racemosa	Ca. Sycamore
Phoenix canariensis	Canary Island Date Palm

NATIVE PLANT COMMUNITIES

The following native plant communities have been almost entirely eradicated in Southern California: Valley Grassland, Coastal Sage Scrub, Southern Oak Woodland, Riparian Woodland, and lower elevation Chaparrals. The community of La Verne may wish to give timely consideration to the preservation of any remnants of these plant habitats found within the community.

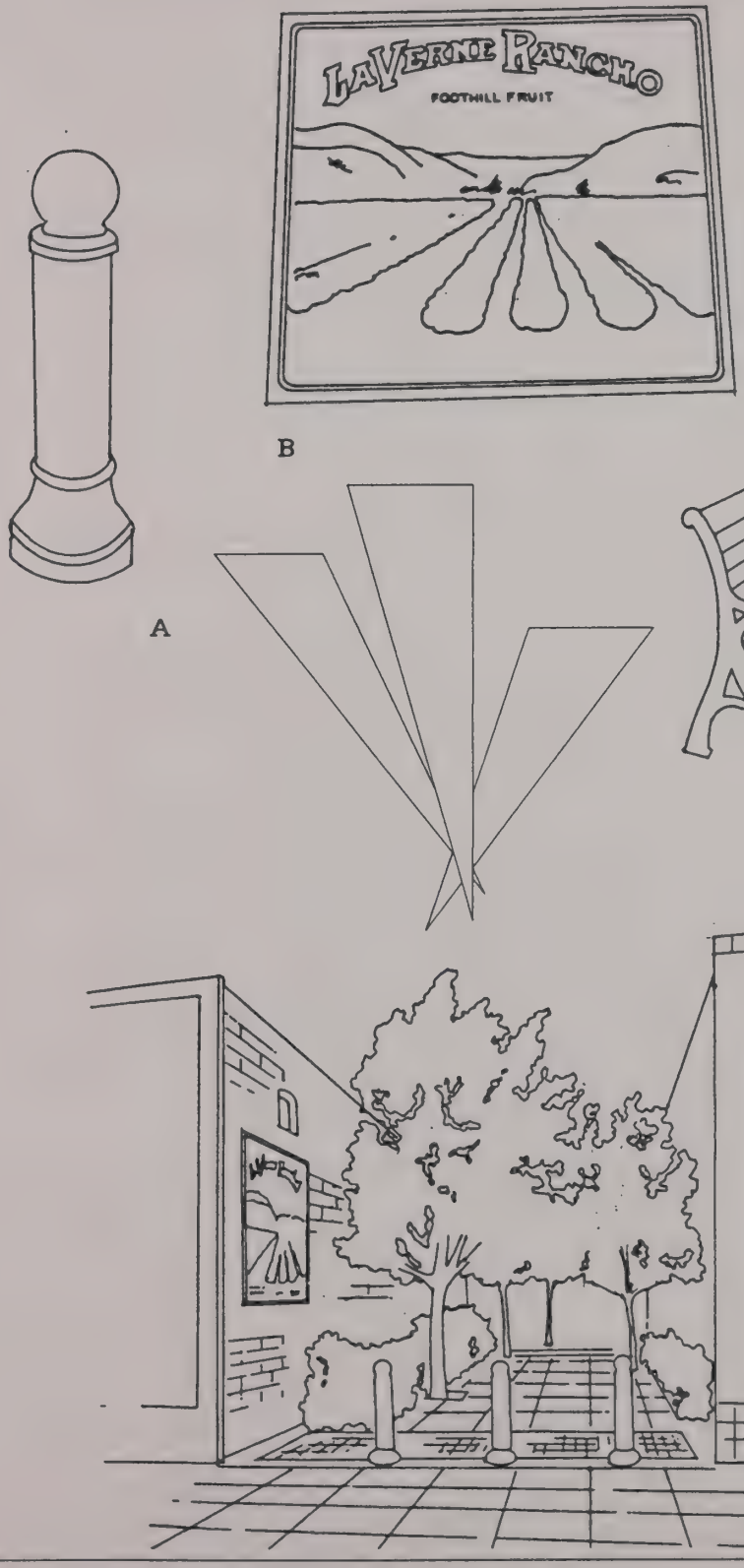
CD-6

Key Public Area Beautification & Design Proposals

IMPROVEMENT TYPE	LOCATION	TIME FRAME
Underground Utilities	Public improvements of Central City Redevelopment Plan (first of five phases)	2000/2001
Street Trees	No C.I.P. approval at this time	
Median & Enhanced Landscape	Baseline Rd.- Foothill Blvd. to Rodeo Lane	2002/2003
	Wheeler Ave. median island - Foothill Blvd. to Golden Hills Rd.	2000/2001
	Fruit Street/Route 30	2000/2001
	White Ave.- Town Center to 8th Street	2001/2002
	Puddingstone Drive - Wheeler to Wright Ave.	2001/2002
	Arrow Hwy.- White Avenue to east city limits	2000/2001
Ornamental Lighting	Oldtown/Lordsburg	1999/2000
Public Art	No C.I.P. approval at this time	
Entry Monuments	Foothill Blvd./East Boundary	1999/2000
	Foothill Blvd./Baseline Rd.	
	Foothill Blvd./Moreno Ave.	
	Foothill Blvd./Williams Ave.	
	Arrow Hwy./Wheeler Ave. (Southbound)	
	Bonita Ave./Fulton Road	
	Bonita Ave./San Dimas Canyon Rd.	
Buffer & Peripheral Landscaping	Orange St. (near Walnut)	2000/2001
	Brackett Field Airport	
Community Reinvestments	No C.I.P. approval at this time	

Alley Treatment Model

CD-1



Alley Treatment

A Bollards provide a decorative barrier between automobile traffic and pedestrian areas.

B Art in public places provide interest and focal points along pedestrian pathways.

C Benches not only offer a place to rest but accentuate a sense of community.

Source:
La Verne Community Development

Downtown Treatment Model

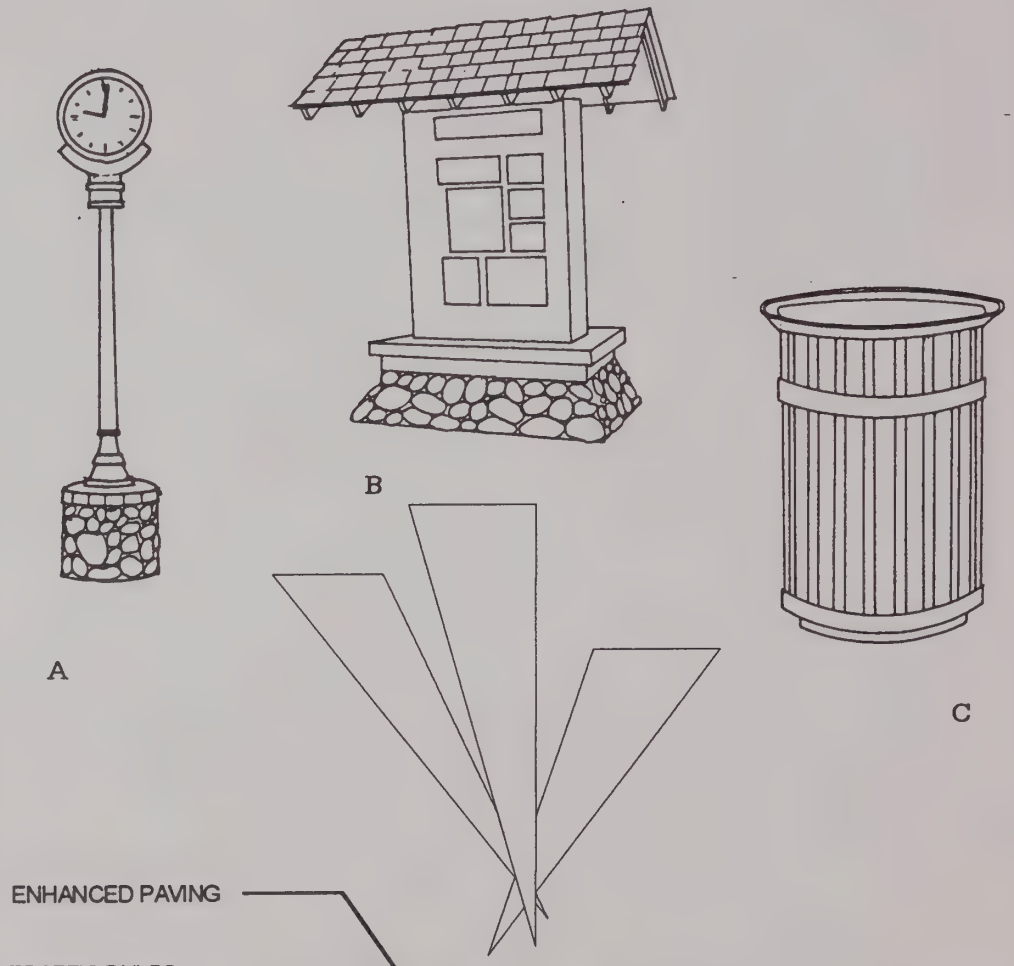
Downtown Treatment

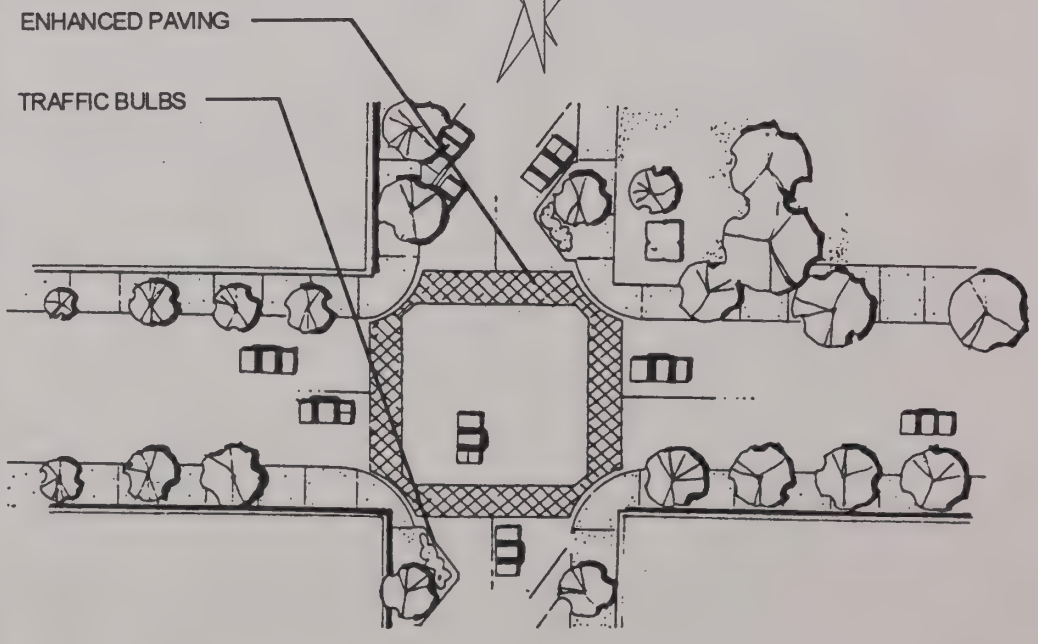
A Freestanding downtown clock for passerby

B Well placed kiosks can serve as sources of public/community information.

C Appropriately designed trash receptacles help to keep highly travelled areas clean.

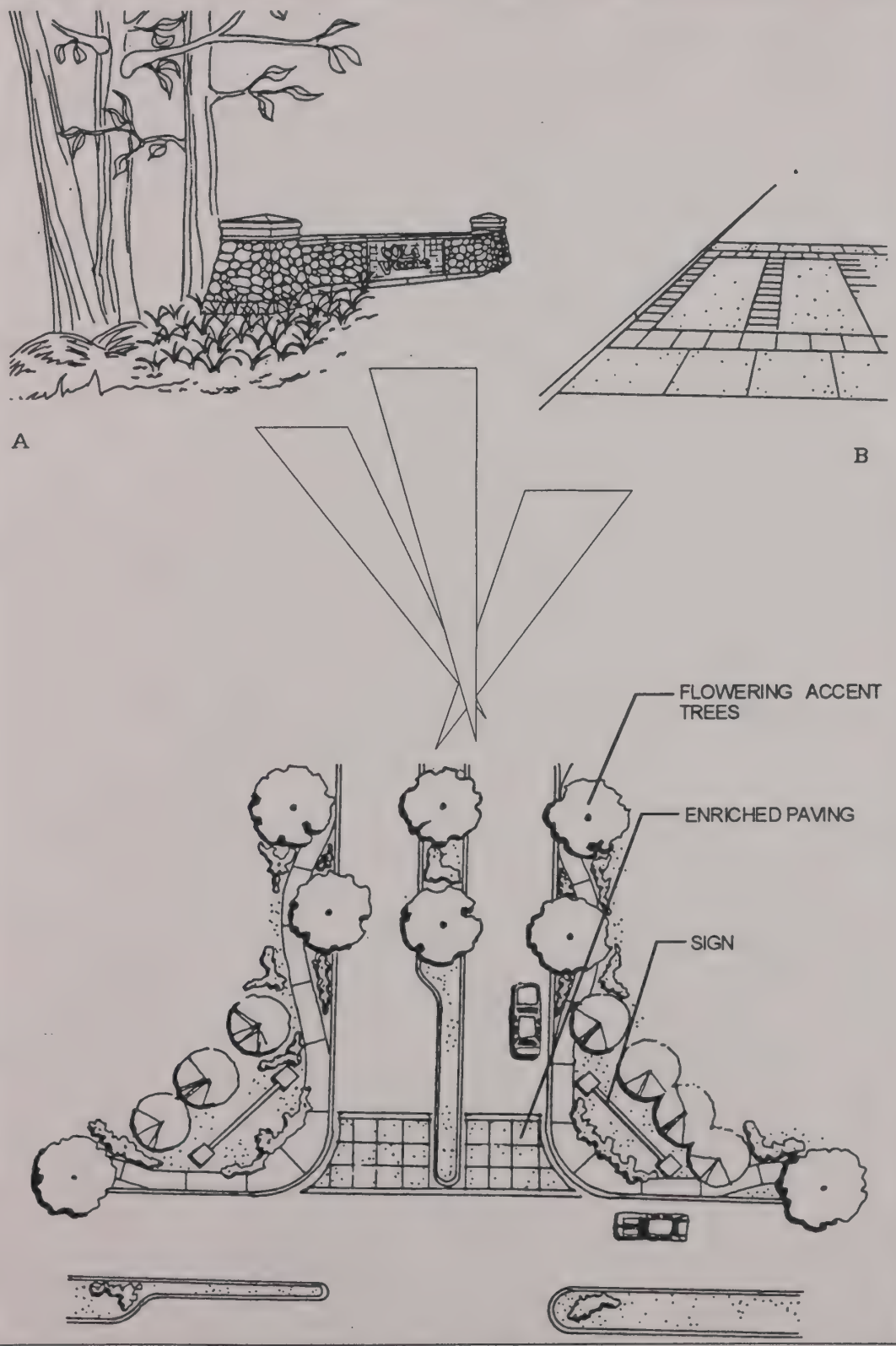
Source:
La Verne Community Development





Portal Treatment Model

CD-3



Portal Treatment

A Entry monuments constructed of creek rock and tile material consistent with early La Verne architecture making it distinguishable from other communities.

B Enriched Paving with accented entries provide texture and interest while distinguishing project entries and portals into the city.

Source : La Verne Community Development

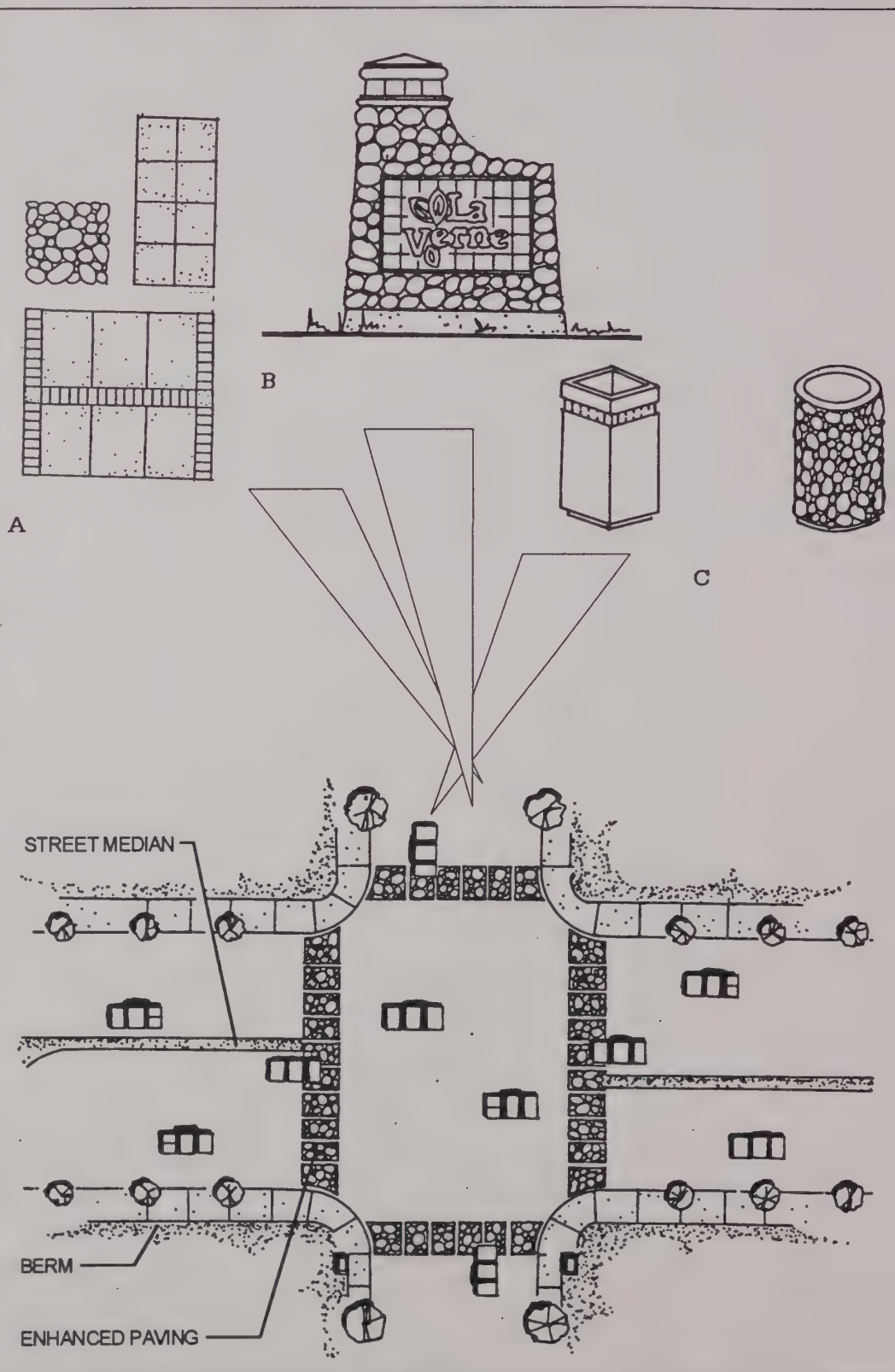
Boulevard Treatment Model

Boulevard Treatment

A Textured paving patterns and materials of varying design help to enhance spaces

B River rock entry monuments with tile band accent reminiscent of La Verne architecture used to identify the City's entry points.

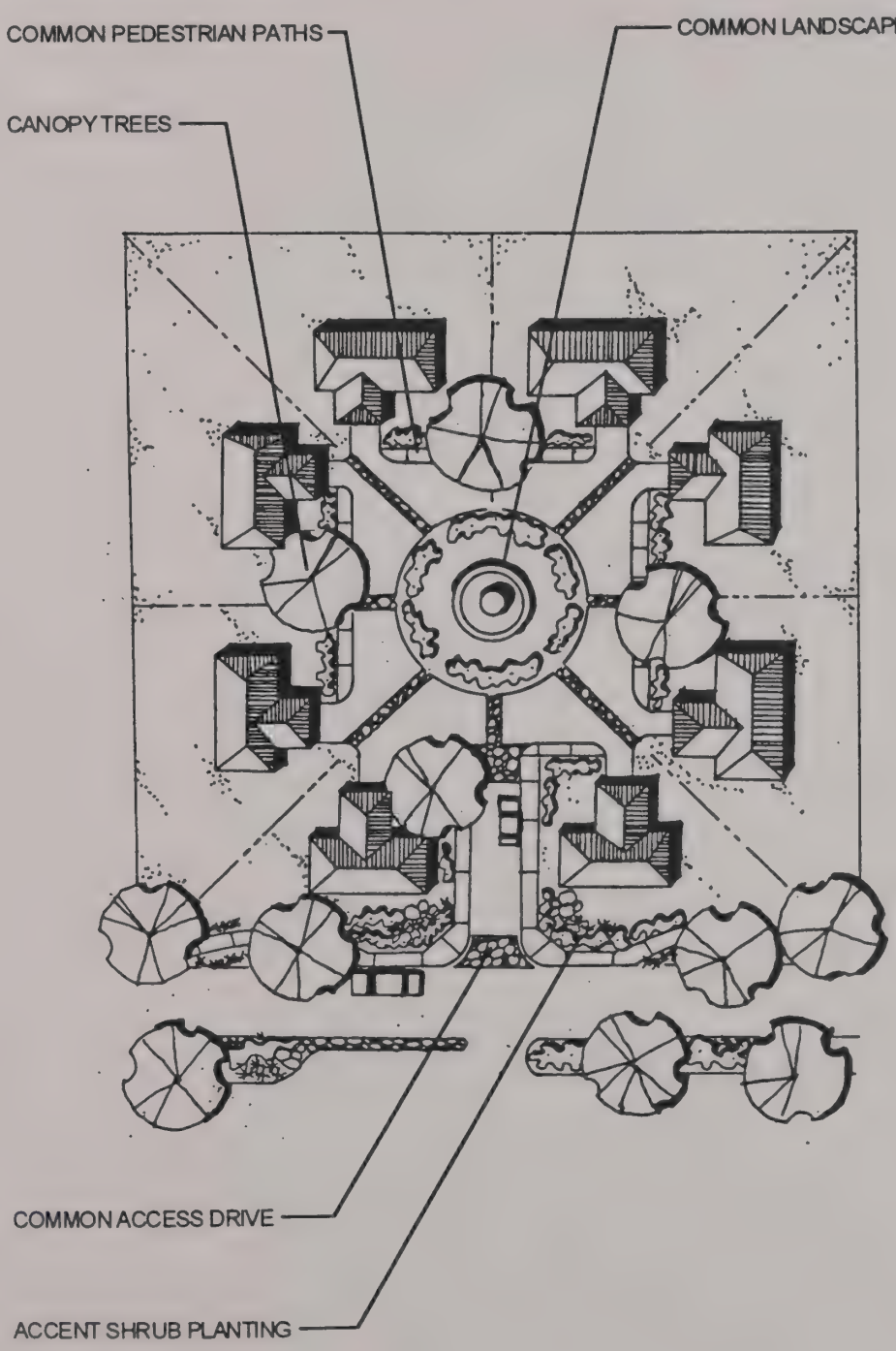
C Foothill Boulevard trash receptacles help to keep our streets clean.



Source :
La Verne Community Development

Auto Court Treatment Model

CD-5



Auto Court Treatment

Clustered housing development providing common pedestrian paths, landscaped areas, canopy trees and access drives creating a sense of community.

Source:
La Verne Community Development,
Silvio Popovsky

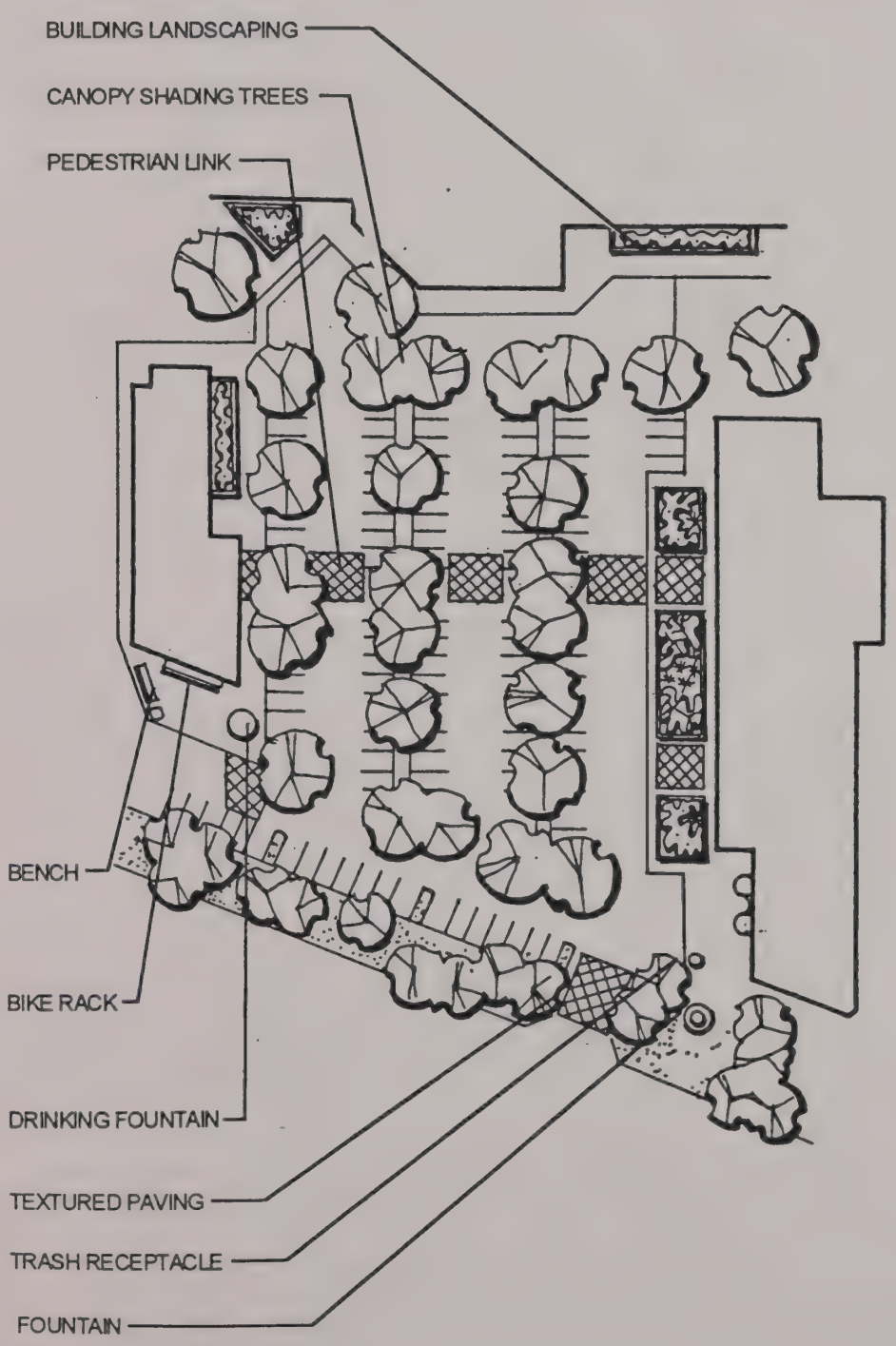
Watercourse/Trail Treatment Model

Watercourse Treatment

Natural landscaping with meandering pedestrian and cyclist paths. Vines attached to vinyl coated chain link and mixed ground cover with nativehydroseed.



Source:
La Verne Community Development



LANDSCAPE DESIGN

Mounded berms to conceal auto grilles. Parking fingers every 8 spaces and textured paving at entries. Amenities include public art, bike racks, benches, drinking fountain, walkways, shade trees, and trash receptacles.

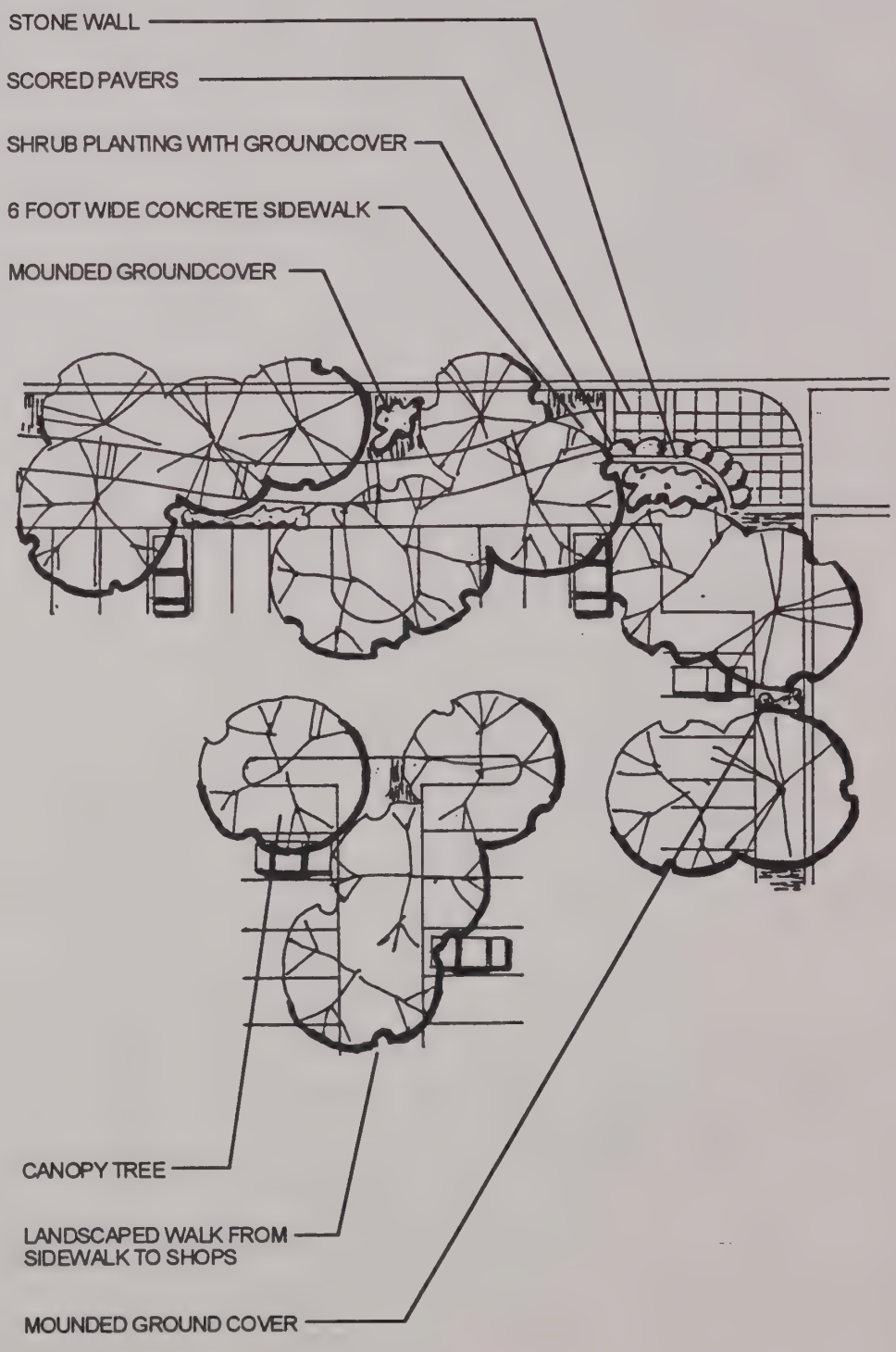
SOURCE:
LA VERNE COMMUNITY DEVELOPMENT

Parking Lot Design Principles

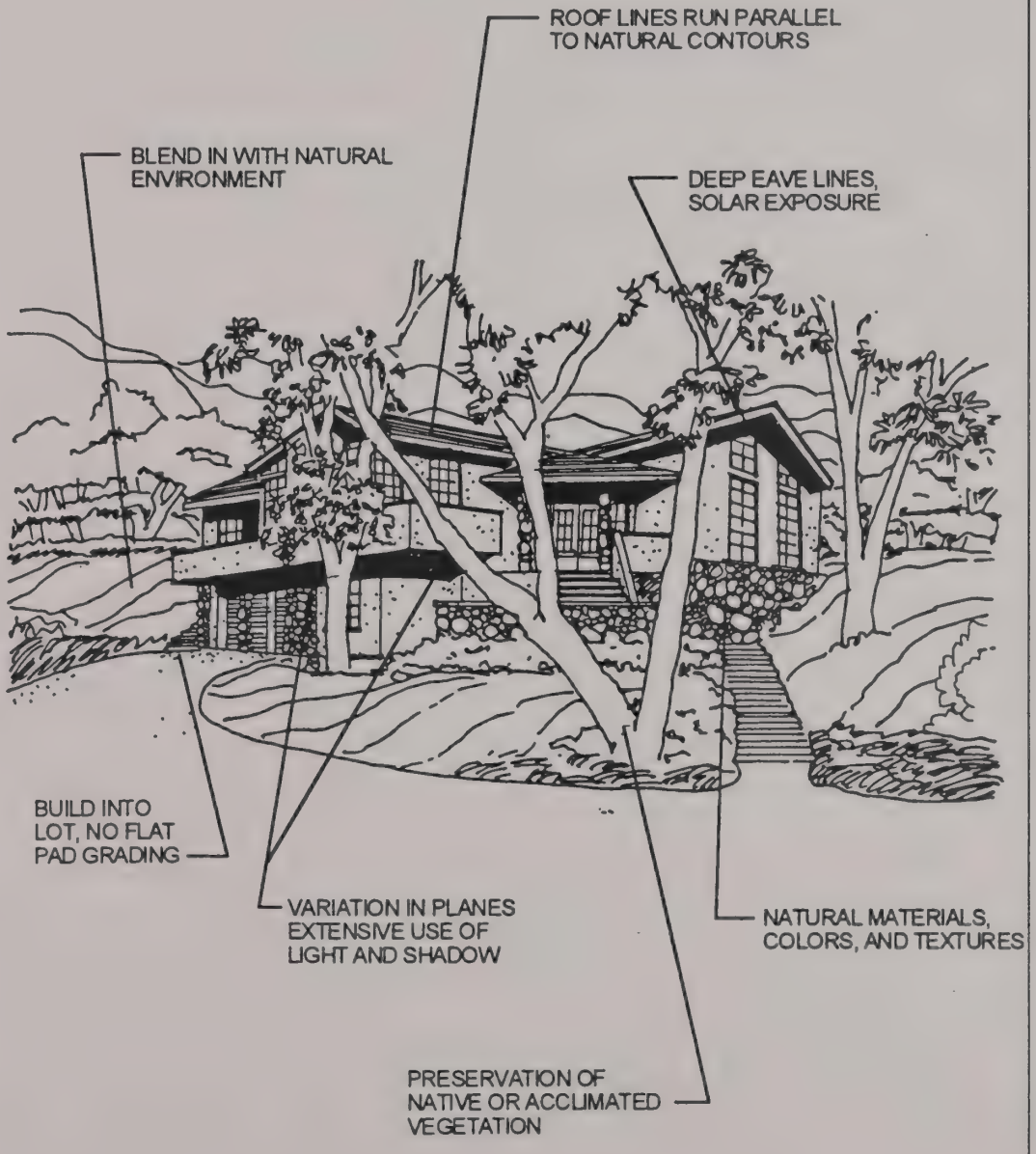
Parking Lot Design

Heavy landscaping in parking lot to provide sufficient shade with mounded berms to conceal auto grilles to public view. The use of various materials and textures to create visual interest. Shaded pedestrian linkages for safe and comfortable parking lot circulation.

Source:
La Verne Community Development



Hillside Design Principles



Hillside Design

Design to blend in and preserve the natural environment with natural colors, materials and textures. Build into lot (no flat pad) with roof lines parallel to natural contours & deep eave lines and variation in planes for extensive use of light and shadow.

Source:
La Verne Community Development,
Steve Platt.

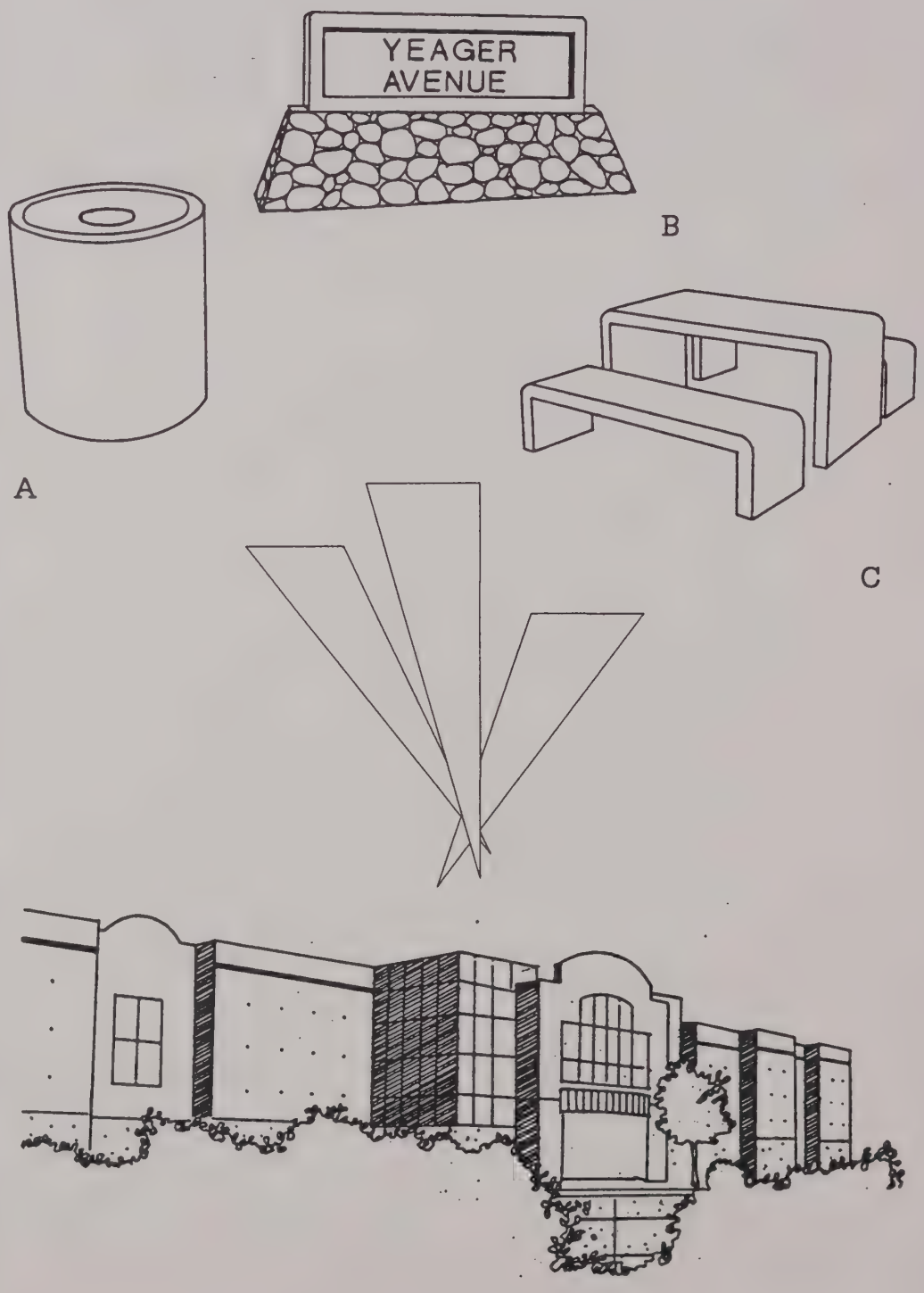
Industrial Design Principles

Industrial Design

A Conrete trash receptacles keep public areas clean.

B Attractive identification sign with river rock base and precast concrete

C Precast concrete industrial benches provide places to gather in our industrial parks.

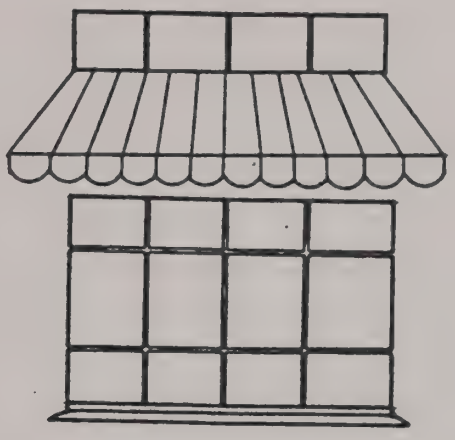


Source:
La Verne Community Development

Downtown Facade Principles



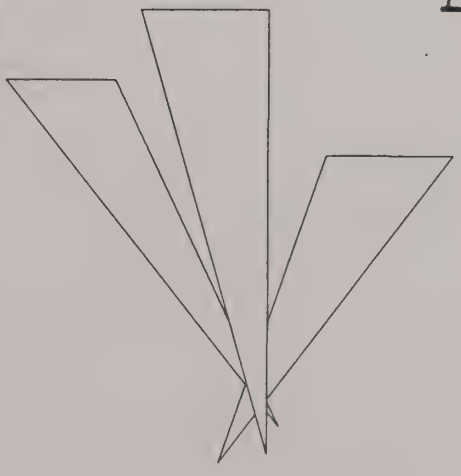
A



B



C





Downtown Facade Design

A Hanging business signs help identify stores for passerby.

B Building storefronts reminiscent of the original architecture.

C Decorative lights accentuate a buildings features and provide illumination in the night hours.

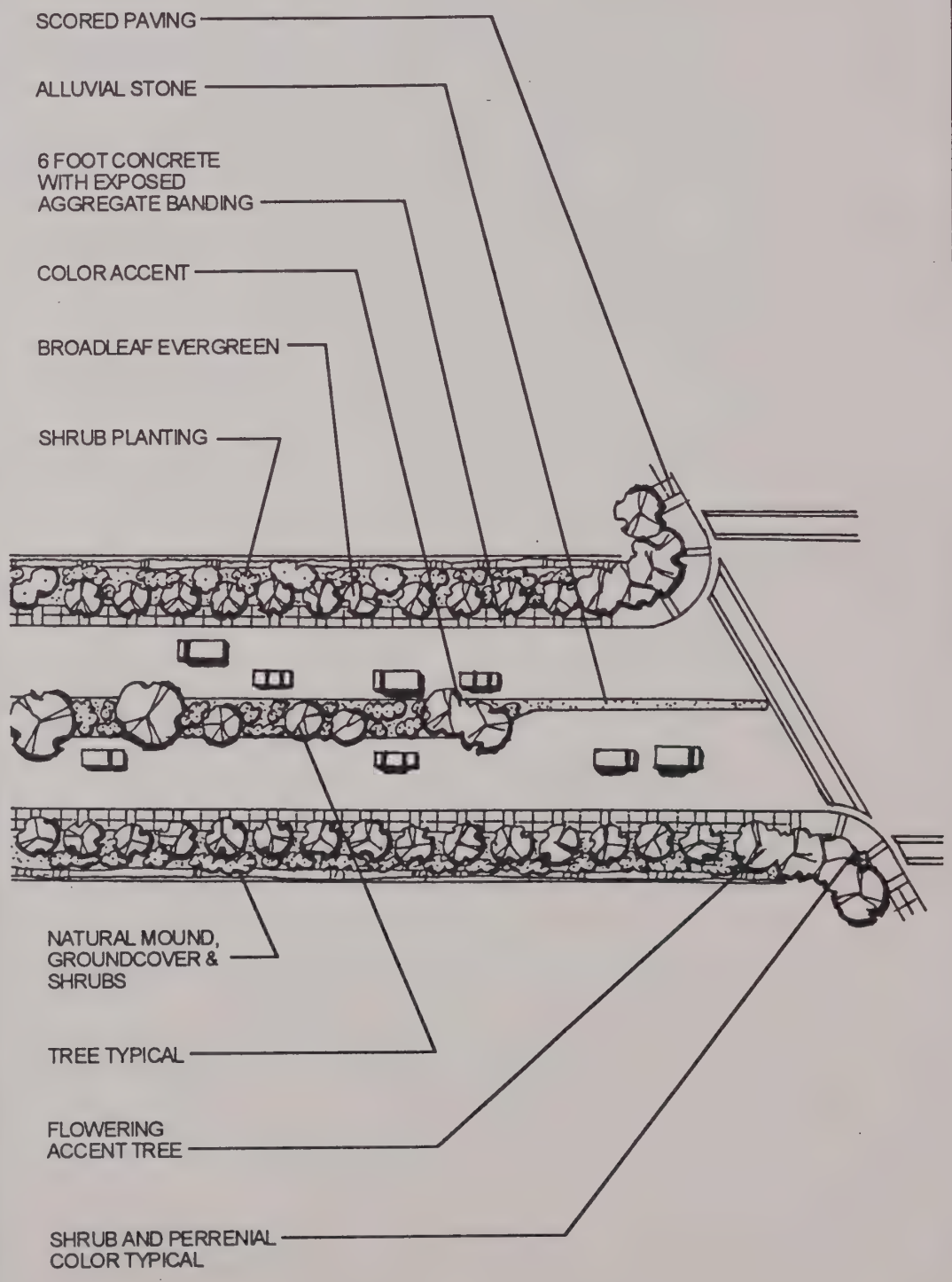
Source:
La Verne Community Development,
Steve Platt.

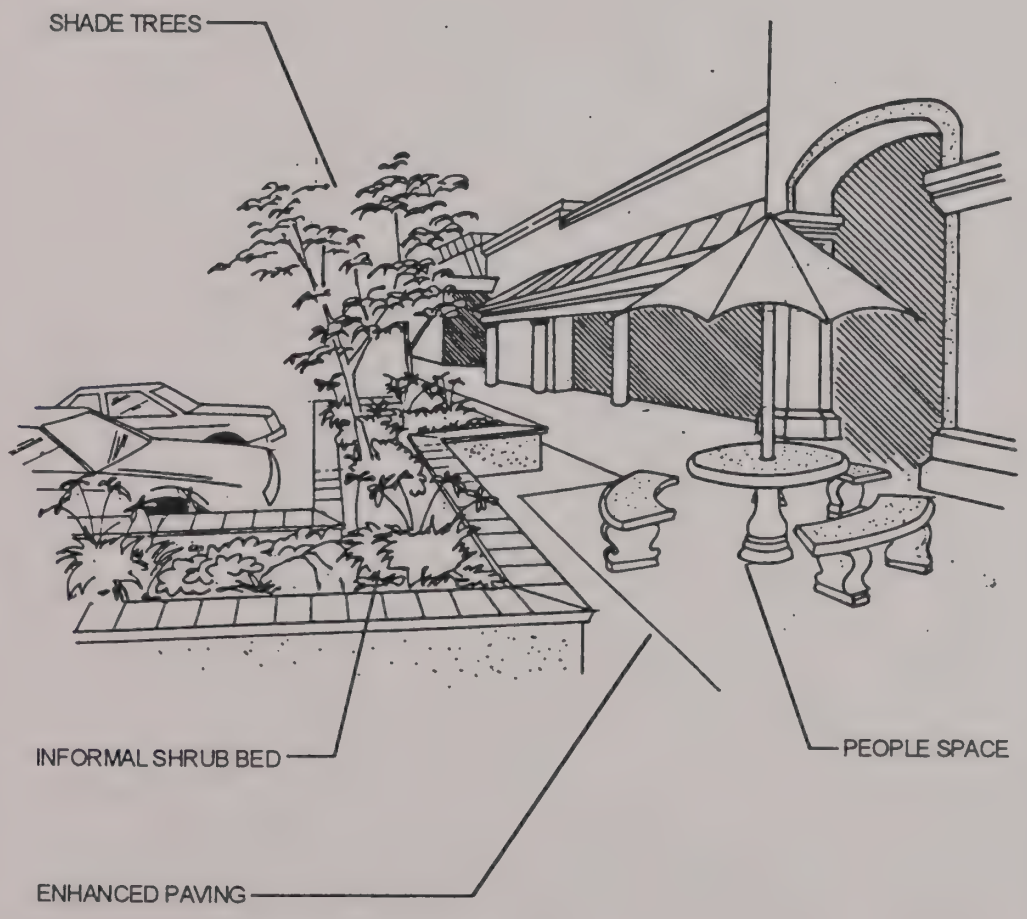
Streetscape Improvements Model

Streetscape Improvements

Provide natural landscaping shrubs, mounding and trees with median improvements, wide sidewalks and enhanced paving on major city arterials.

Source:
La Verne Community Development





LANDSCAPE SCREENING

Buffer parking lot with informal landscape planter and canopy trees enhancing the storefront. Street furniture with unbrellas, enhanced paving and shade create pedestrian friendly outdoor spaces.

SOURCE:
LA VERNE COMMUNITY DEVELOPMENT

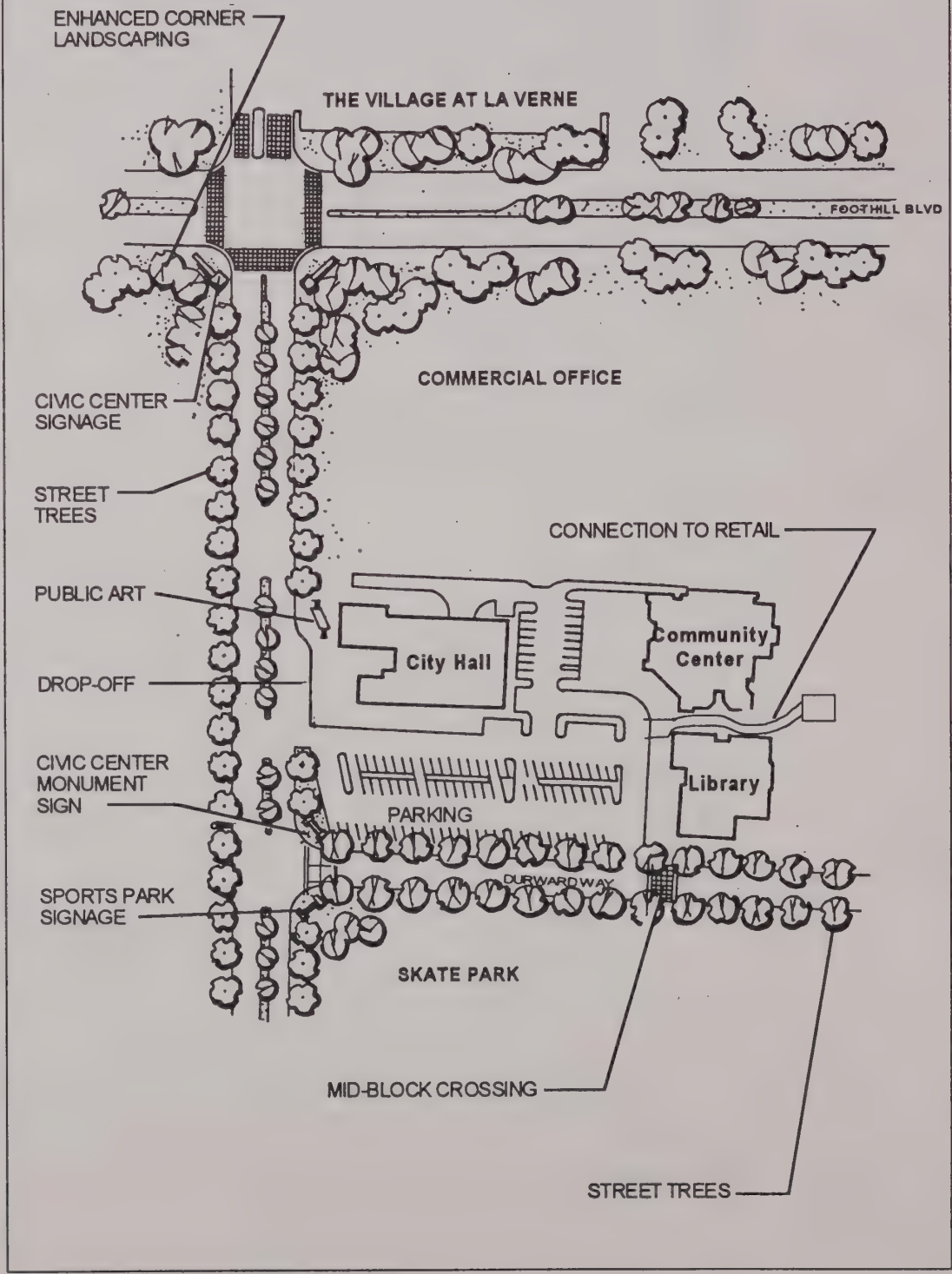
Civic Center Node Model

Civic Center Node

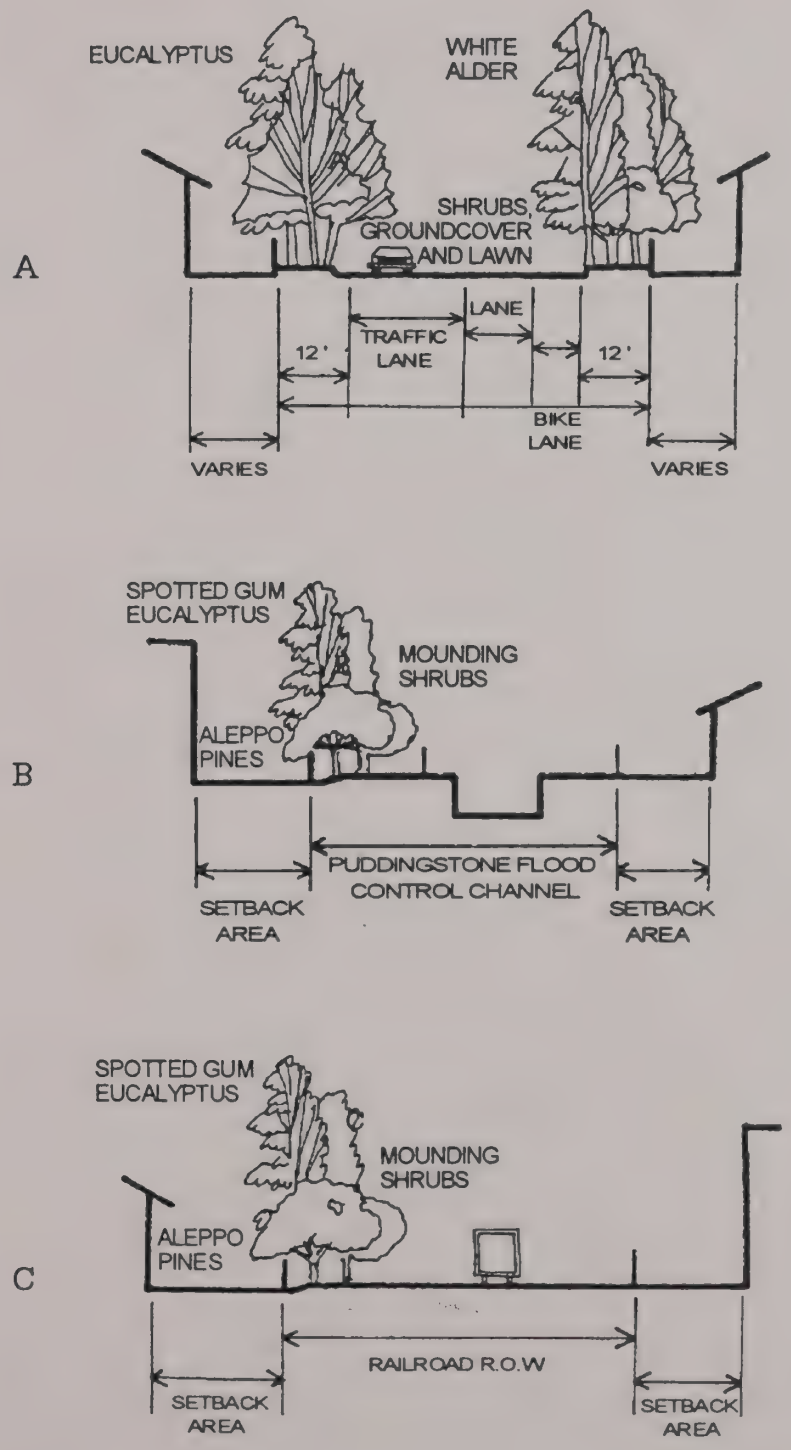
The placement of various elements enhancing the civic center area include:

- Gateway marker south on "D" Street from Foothill with enhanced corner landscaping
- New public art signage at civic center, sports park and downtown.
- New median on "D" Street
- Enhanced entry to City Hall
- Larger trees
- Drop-off area
- Mid-block pedestrian crosswalk between civic center and sports park.

Source :
La Verne Community Development



South La Verne Street & Buffer Treatment Model



Buffer Treatment

A Typical residential treatments in South La Verne include craftsman architecture and the extensive use of river rock.

B Puddingstone Village treatment adjacent to the flood control channel with landscaping buffer.

C Walnut Specific Plan Area adjacent to the railroad right of way include varying tree and shrub types to buffer the trains routes.

Source:
La Verne Community Development

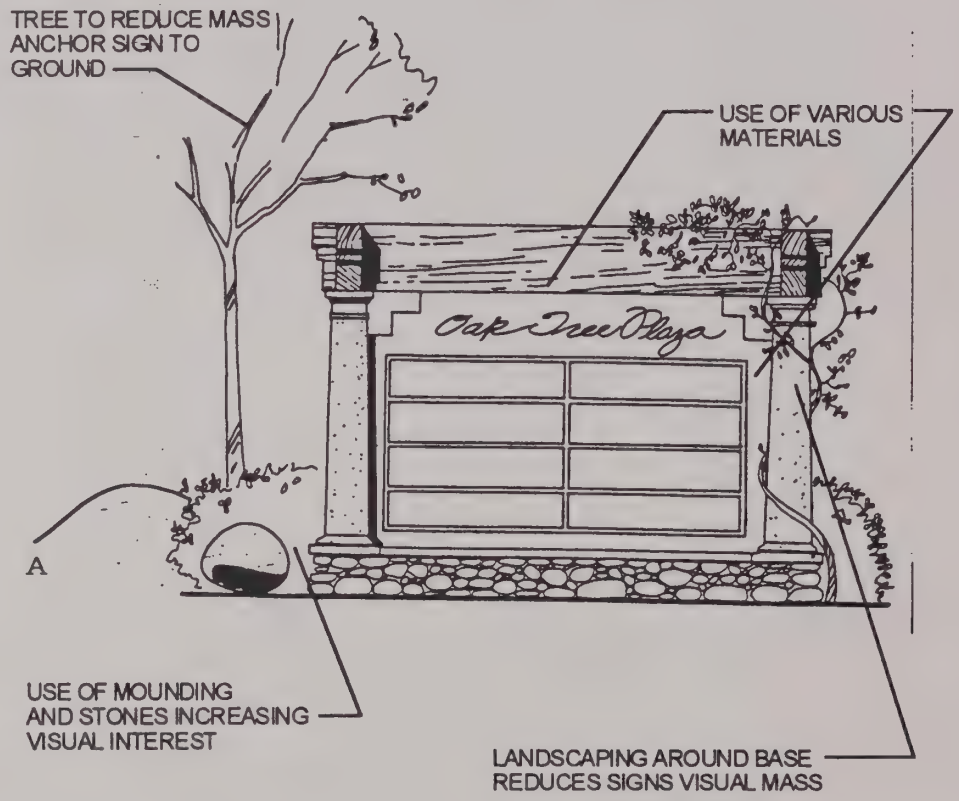
Ground Sign Design Principles

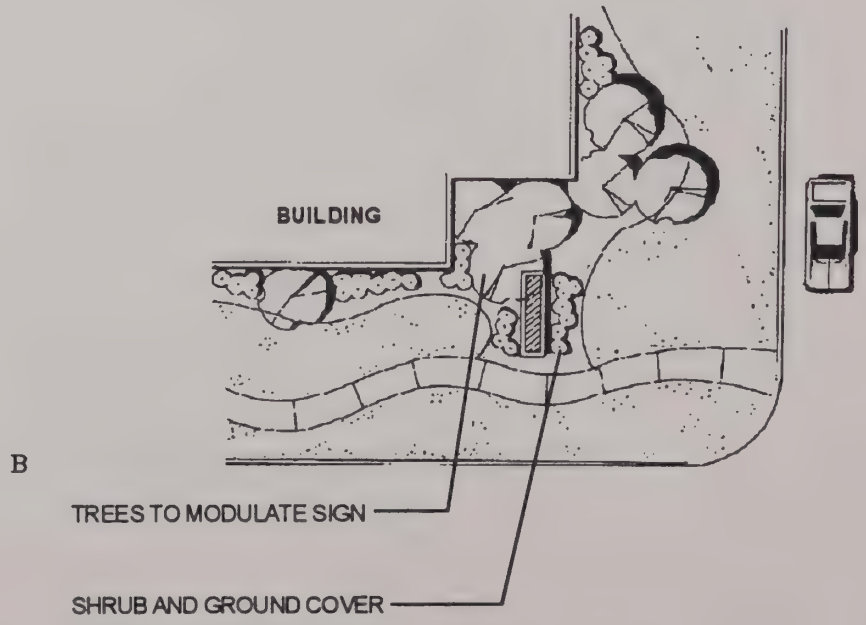
Ground Sign Design

A Ground sign should be consistent with the building architecture, natural materials and minimal plexiglass. Avoid boxy shape design and surround with landscaping, mounding, wall, trees, shrubs and perrenials to increase visual interest and reducing the visual mass.

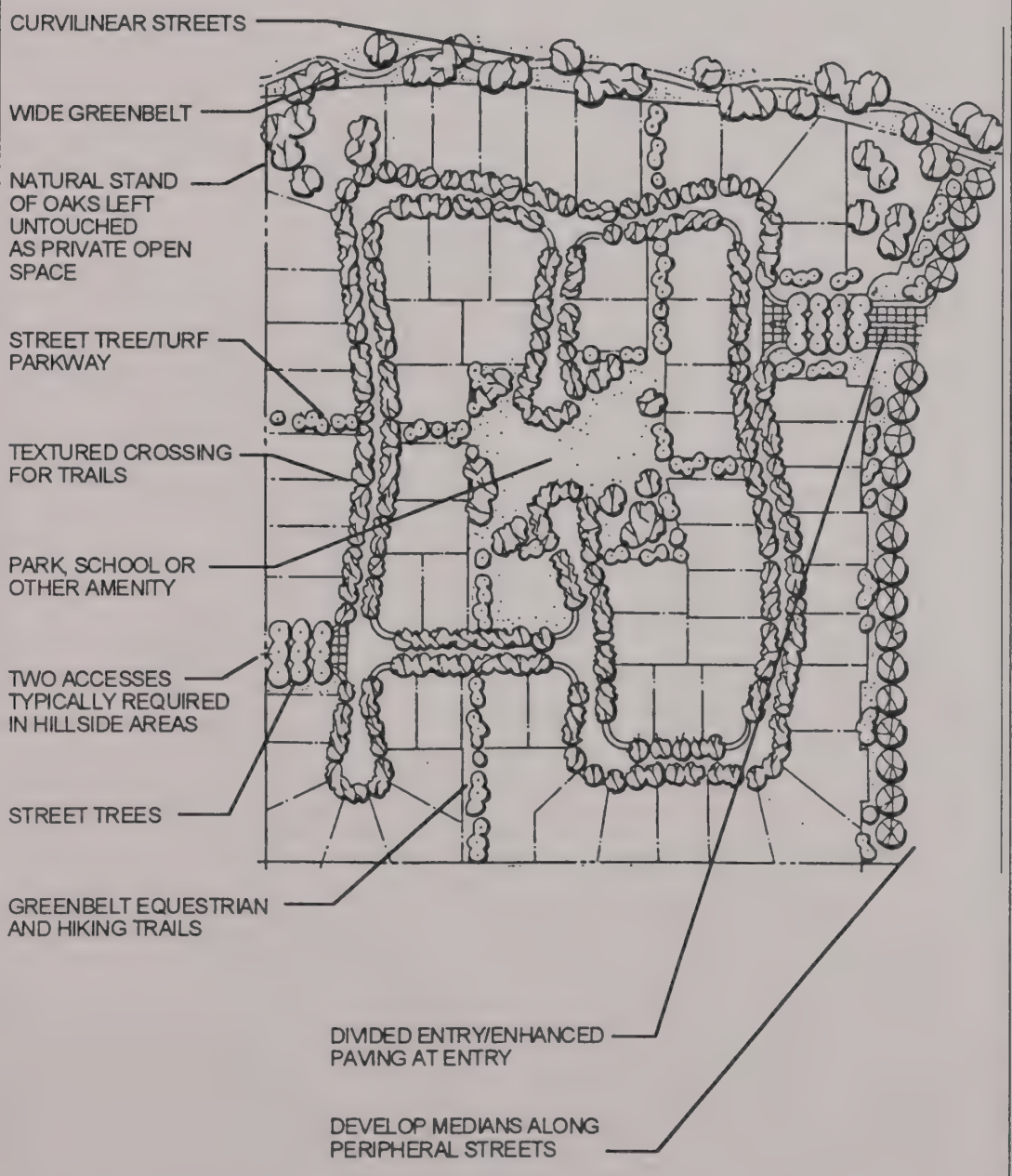
B Sign must not become a traffic hazard and shall not be placed near a hydrant, streetlight or other obstruction. Place near trees and away from building and no closer than 150 feet of each other.

Source: La Verne Community Development





Subdivision Design Principles



Subdivision Design

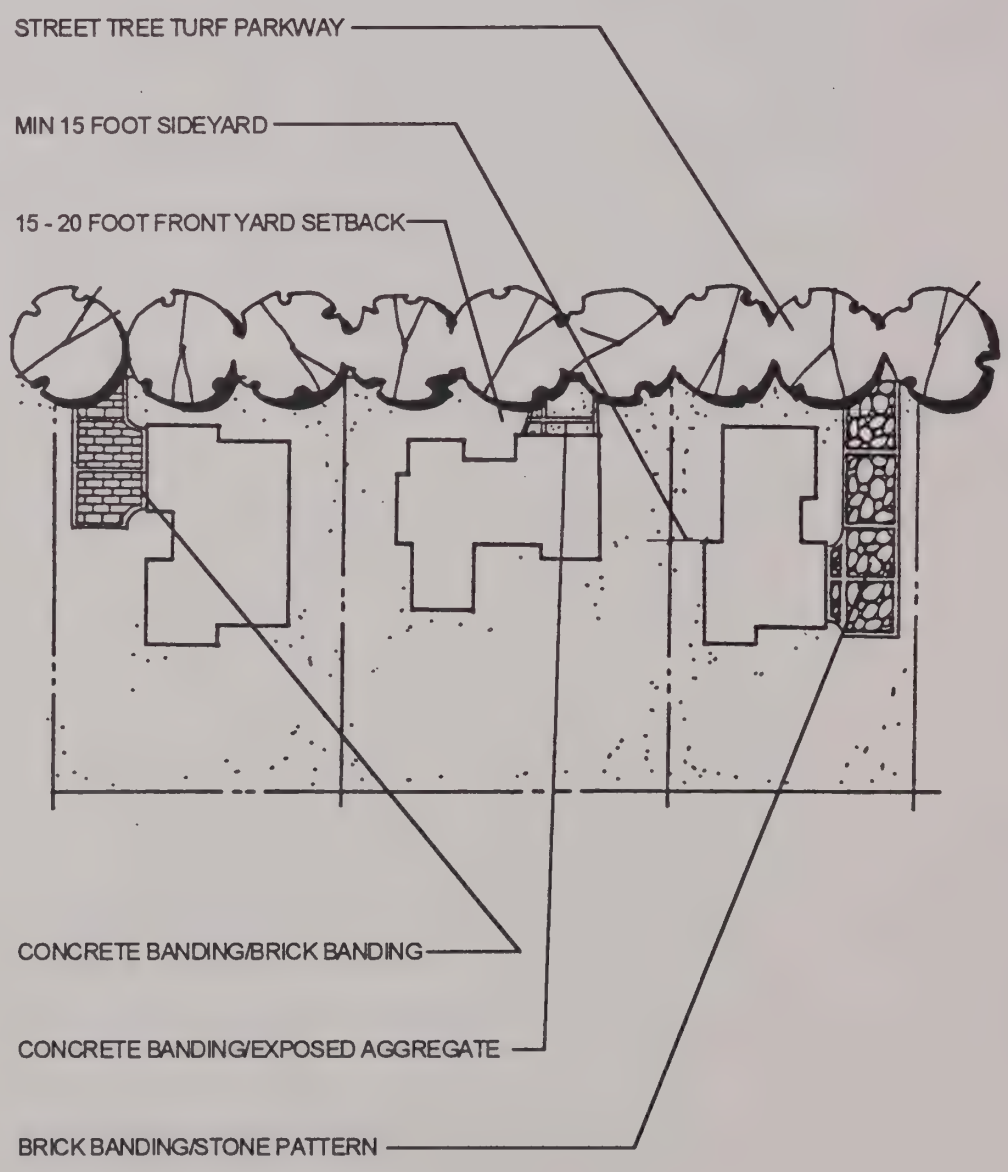
Subdivisions should provide sustainable development sensitive to the natural environment, with appropriate landscaping, streets, open space and walkways.

Source:
La Verne Community Development

Subdivision Lot Design Principles

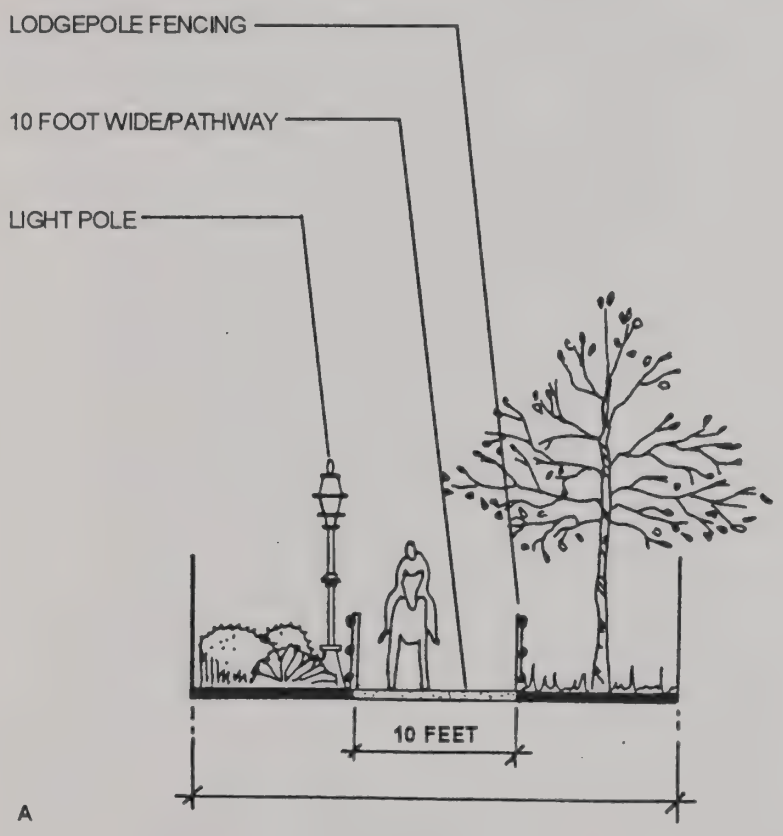
Subdivision Design

Subdivision lot design with varying driveway designs and setbacks are visually appealing.

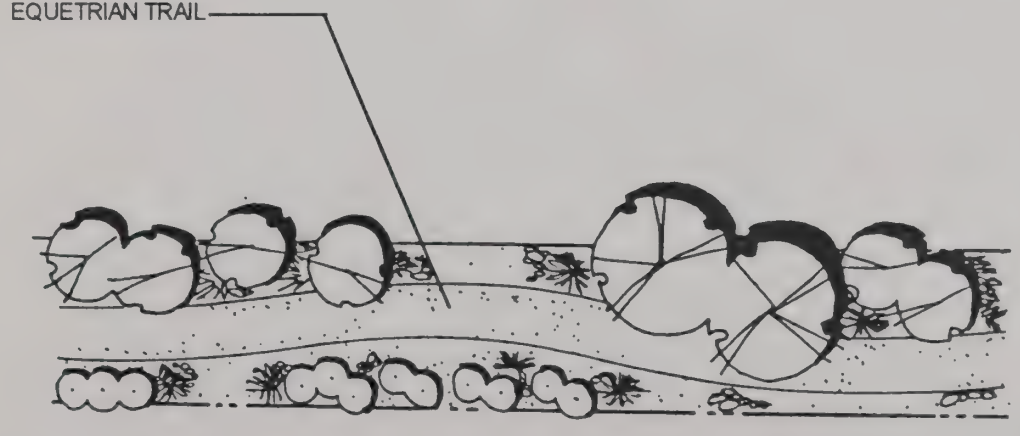


Source:
La Verne Community Development

Subdivision Equestrian Trail Profile



A



B

Subdivision Design

A A 10 foot wide trail/pathway with appropriate lighting allows residents the opportunity to explore our community.

B A trail system creates linkages to destinations for adventurers throughout the city.

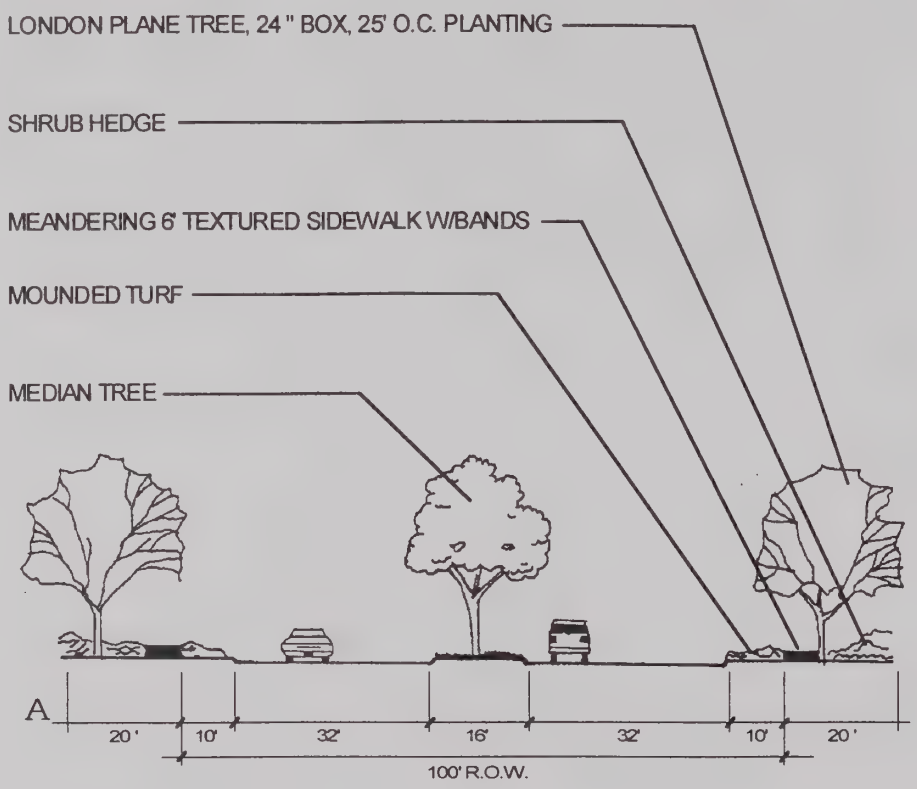
Source :
La Verne Community Development

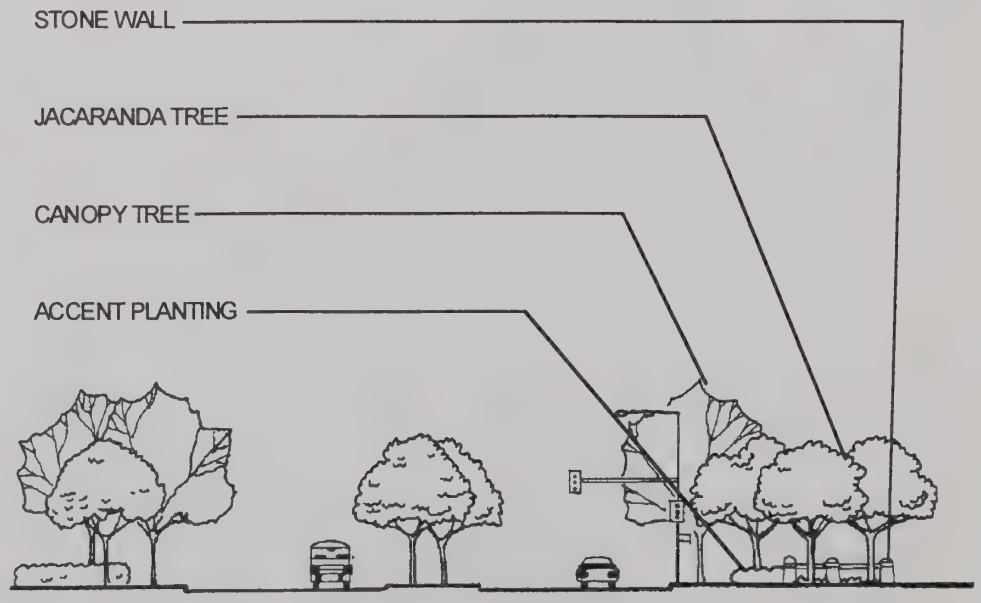
Boulevard Sidewalk/Intersection Profile

Boulevard Profile

A A typical meandering sidewalk profile with 100 foot R.O.W. includes many elements including wide sidewalks, shade trees, and shrubs.

B The typical boulevard intersection contains large shade trees, identification signs and bus benches.

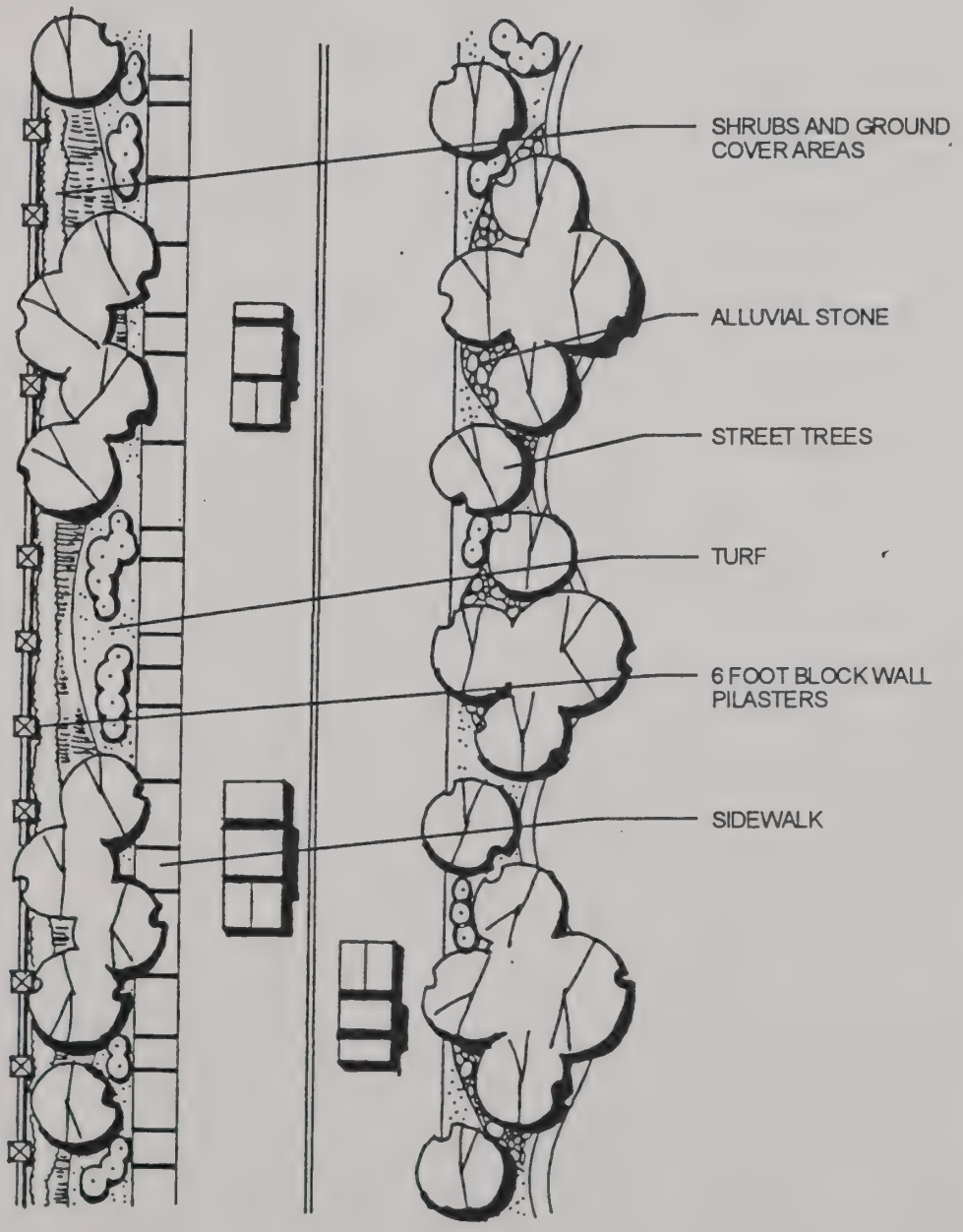




B

Source:
La Verne Community Development

"E" Street Treatment Plan



E Street Treatment

This is a typical, minor two way street in the city. Landscaping trees and shrubs with meandering paths are provided for pedestrians and motorists.

Source: La Verne Community Development

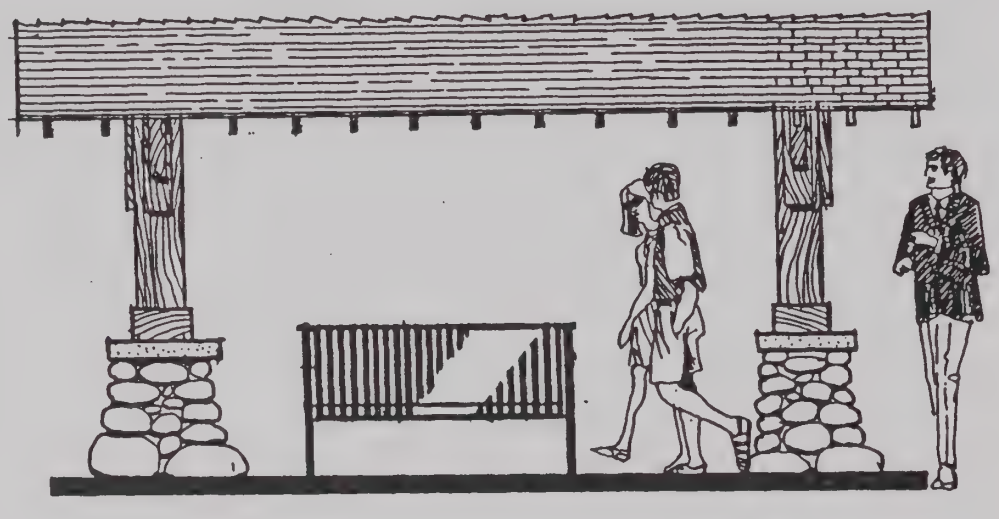
Bus Bench Design Model

Bus Bench Model

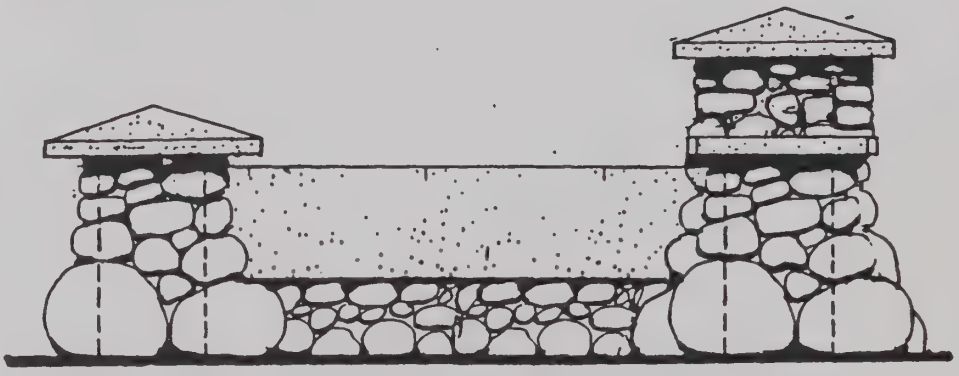
A Shaded bus shelter with the use of natural materials provide comfortable waiting area to mass-transit users.

B River rock bus benches on Foothill Boulevard.

Source: La Verne Community Development

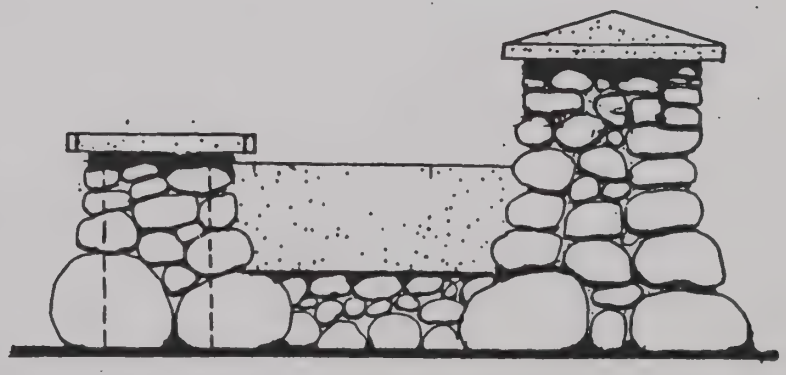


A



B

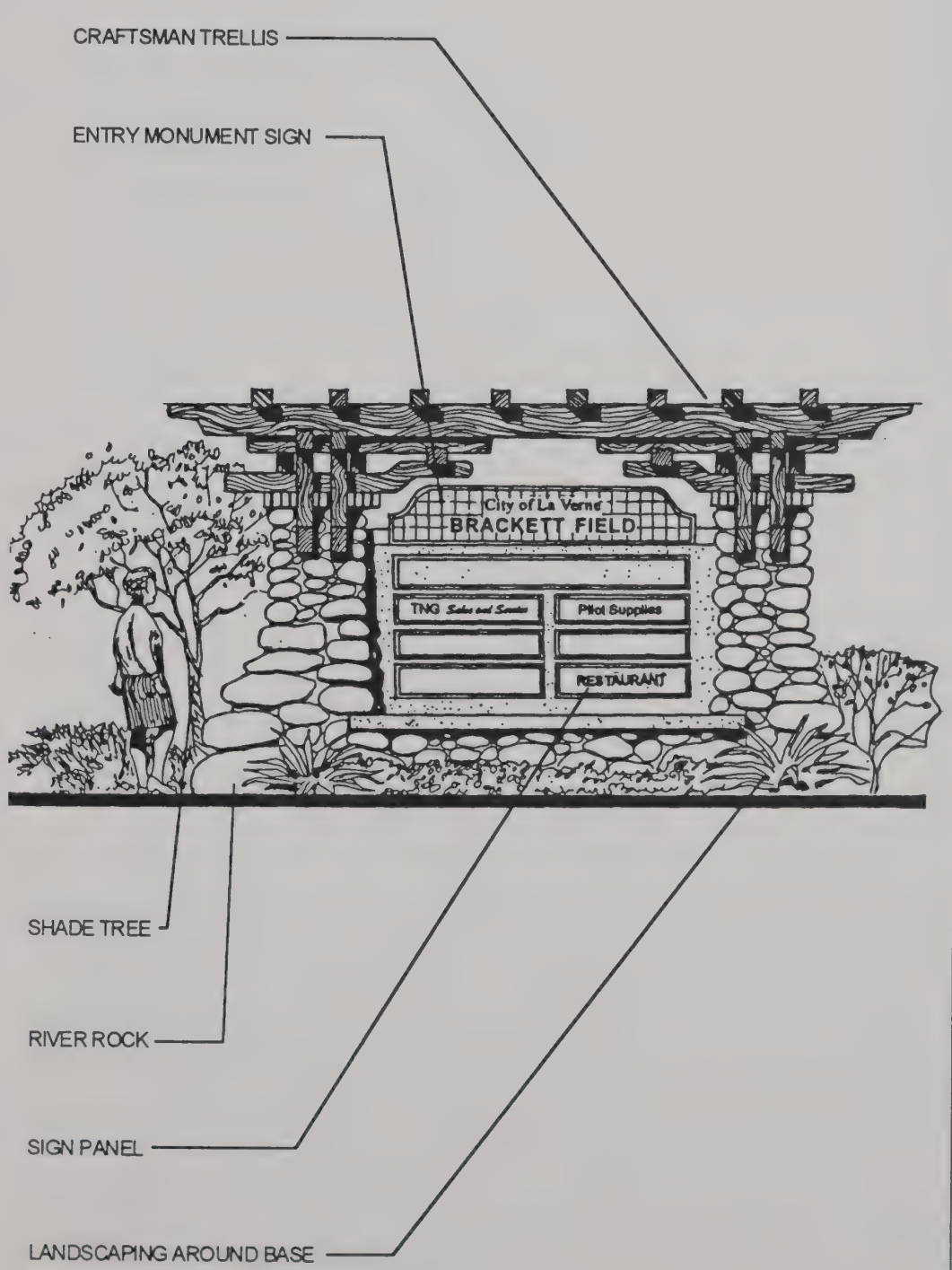
FRONT VIEW



SIDE VIEW

Brackett Field Design Model

CD-23



Brackett Field Design Model

Brackett Field monument sign identifying an entrance to the City and the aiport. The use of natural materials and landscaping around sign add scale and visual interest.

Source:
La Verne Community Development

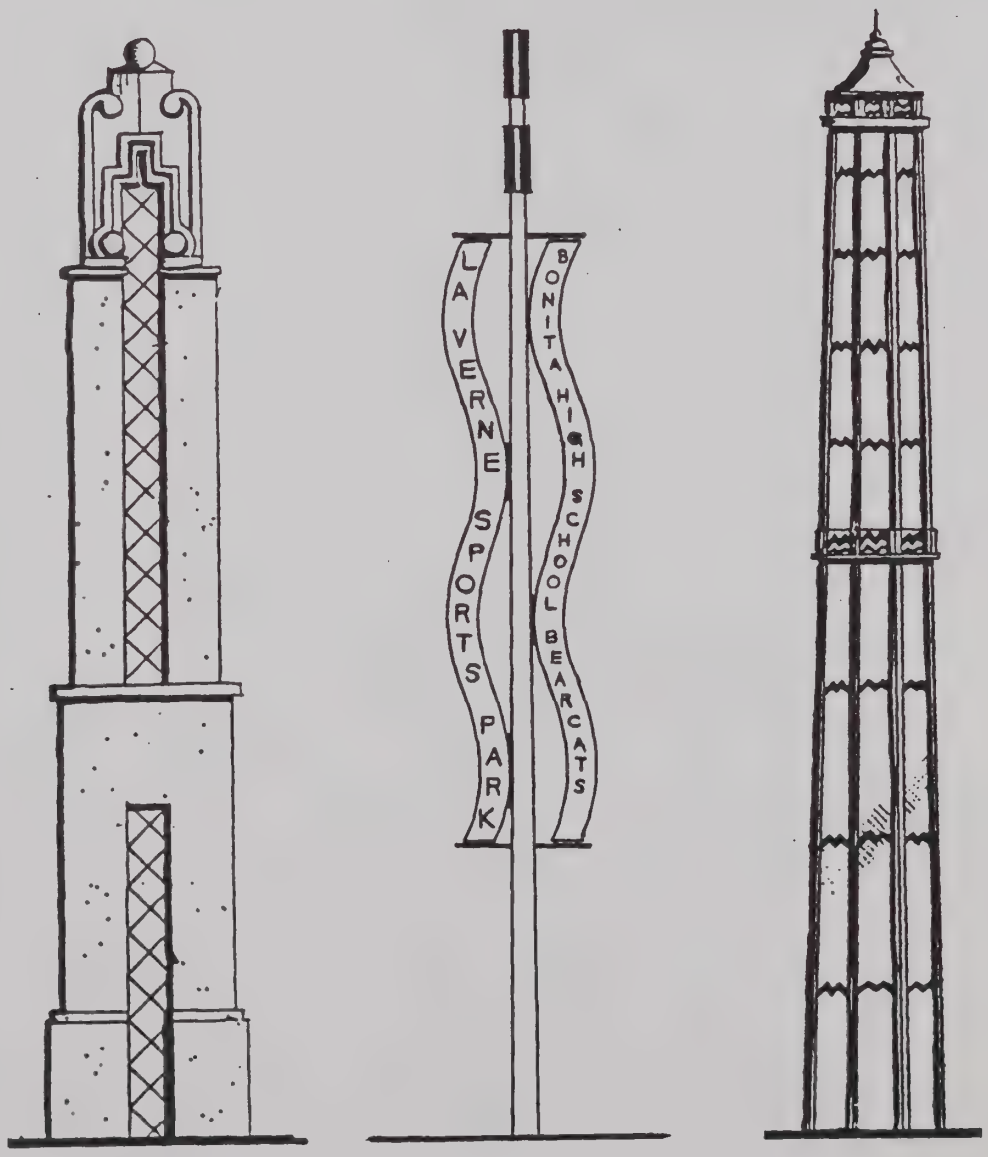
Monopole Design Model

Monopole Model

A Weymouth Filtration Plant monopole designed to match site architecture .

B Banner monopole design identifying Sports Park and Bonita High School placed among ballfield lighting to blend into context.

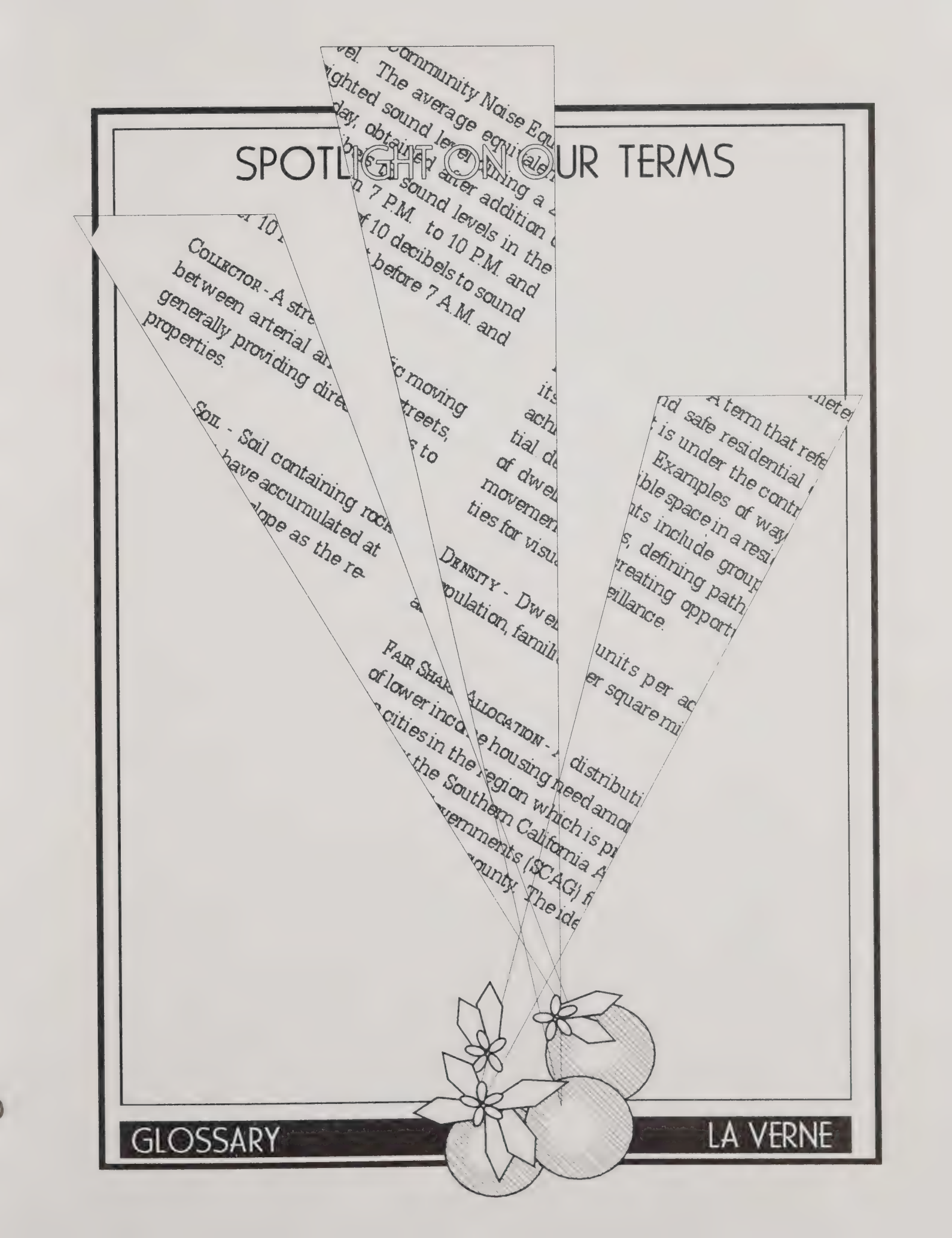
C Stealth "tower" monopole creating a landmark while providing location for wireless communication antenna panels.



A B C

Source: La Verne Community Development

SPOTLIGHT ON OUR TERMS



GLOSSARY

LA VERNE

BEDROCK - The solid rock underlying soils.

CNEL - Community Noise Equivalent Level. The average equivalent A - weighted sound level during a 24 - hour day, obtained after addition of five decibels to sound levels in the evening from 7 P.M. to 10 P.M. and after addition of 10 decibels to sound levels in the night before 7 A.M. and after 10 P.M.

COLLECTOR - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

COLLUVIAL SOIL - Soil containing rock fragments that have accumulated at the base of a steep slope as the result of gravitational action.

COMMUNITY PARK - According to the National Recreation and Parks Association (NRPA) standards, a community park offers a wide variety of recreational amenities and is usually 25 or more acres.

COMMUNITY REINVESTMENT ACT - Federal legislation which requires lenders to take a proactive posture toward reinvestment in older neighborhoods.

CONSERVATION - The management of natural resources to prevent waste, destruction, or neglect.

COVERAGE - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

DECIBEL, DB - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DEFENSIBLE SPACE - A term that refers to a useable and safe residential environment that is under the control of its residents. Examples of ways to achieve defensible space in a residential developments include grouping of dwelling units, defining paths of movement, and creating opportunities for visual surveillance.

DENSITY - Dwelling units per acre; population, families per square mile/ acre.

FAIR SHARE ALLOCATION - A distribution of lower income housing need among the cities in the region which is prepared by the Southern California Association of Governments (SCAG) for cities in Los Angeles county. The idea behind the allocation is that each jurisdiction should bear proportional responsibility for housing the low and moderate income population of the region. The allocation is expressed in terms of the number of additional lower income households which each jurisdiction should absorb over a five year period.

FAULT - A fracture in the earth's crust forming a boundary between rock masses that have shifted:

ACTIVE FAULT - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

POTENTIALLY ACTIVE FAULT - (1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

INACTIVE FAULT - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

FIRE FLOW - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

FLOOD PLAIN - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one-percent or greater chance of flooding in any given year (i.e., 100-year flood).

FLOOR AREA RATIO - The ratio of the gross floor area of all the buildings on a lot to the area of the lot itself.

GOAL - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "To enhance the open - space amenities of the community."

GREENING - "Greening" means the exhaustive systematic planting of trees and shrubs so that the benefits of greenery are felt throughout the City. These include cleaner air, shade, and aesthetics.

GROUND FAILURE - Mudslide, landslide, liquefaction, or the seismic compaction of soils.

HANDICAPPED - The count of persons with disabilities or handicaps in the U.S. Census is based on self - definition with no medical documentation required. As a result, the number may include asthma, arthritis, mental illness, diabetes, etc., as well as musculosdeletal diseases, paralysis, etc. which require modification to housing.

HAZARDOUS MATERIAL - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

HOUSEHOLD - The census considers all persons living in a dwelling unit to be a household, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

HOUSEHOLD INCOME - The total of the incomes of all the people living in a household. Households are usually described as very low income, low income, moderate income, middle income, and upper income according to their household size and relation to the regional median income for that household size.

- Very Low Income = 0 - 50% of the regional median income.
- Low income = 51 - 80% of the regional median income.
- Moderate Income = 01 - 120% of the regional median income.

IGNEOUS ROCK - Rock formed from the cooling and solidification of magma that has not been changed appreciably since its formation.

INDUSTRIAL SPECIFIC PLAN - The popular name for the Designated Specific Plan Area Specific Plan, a specific plan for an area in the South La Verne planning area which was adopted by the City Council in January, 1985.

IMPLEMENTATION MEASURE - An action, procedure, program or technique that carries out general plan policy. Example: "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan."

INFRASTRUCTURE - The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

LIQUEFACTION - A process by which water - saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

LOCAL STREET - A street providing direct access to properties and designed to discourage through - traffic.

MASS - Mass describes three dimensional forms, the simplest of which are cubes, boxes, cylinders, pyramids, and cones. Massing shapes a building. Use large or small massing to emphasize or small massing to emphasize or subdue certain building elements, realizing that larger interior spaces create a larger building mass. Voids, or open spaces in massing, can alter the appearance of a simple mass, making it more interesting and less imposing.

MEDIAN INCOME - The income category for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half below. (The 1980 median income in Los Angeles County was $17,551. For La Verne, the 1980 median income was $21,299.)

METAMORPHIC ROCK - Rock derived from pre - existing rocks, but that differ from them in physical, chemical, and mineralogical properties.

MINI - PARK - National Recreation and Parks Association (NRPA) standards define a mini - park as a park that serves the recreational needs of a specific user group, such as children. Mini - parks are located close to the population they serve.

NEIGHBORHOOD PARK - According to NRPA standards, parks in this category should be at least 15 acres in size and centrally located in neighborhoods where the users live.

NOISE EXPOSURE CONTOURS - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.

PORTAL - A significant gateway or entrance into La Verne.

PROPORTION - Refers to the internal relationship between a whole and its component parts.

RESPONSE TIME - The total time it takes for the fire department to receive the alarm, dispatch the unit, arrive at the scene and apply water.

RIPPABILITY - A term which describes the extent to which soil or rock can be easily excavated.

SEDIMENTARY ROCK - A rock formed from materials deposited from suspension or precipitated from solution and usually consolidated.

TRANSPORTATION DEMAND MANAGEMENT (TDM) - The implementation of strategies which will encourage individuals to either change their mode of travel from a single - occupancy vehicle, eliminate the trip altogether, or commute at other than peak periods.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) - Strategies that are designed to improve traffic flow through modifications in the operation of existing facilities.



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